

MANUFACTURERS' RECORD

A Weekly Southern Industrial and Hardware Newspaper.

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WEEKLY.

BALTIMORE, OCTOBER 15, 1887.

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When work began on the NEW CROTON AQUEDUCT, INGERSOLL "STRAIGHT LINE" AIR COMPRESSORS and INGERSOLL DRILLS were adopted on about one-half the line. As the work progressed, the Engineer's Tables showed that the progress on the sections using INGERSOLL MACHINERY AVERAGED HIGHER THAN ALL OTHERS. This induced contractors on the other sections to put in INGERSOLL MACHINERY. Section "A," under Rodgers & Farrell, the first section north of Harlem River, was run for nearly a year with other machinery. In August, 1886, one-half the section was equipped with INGERSOLL DRILLS, which were so satisfactory that ALL OTHER DRILLS were thrown out, and the section was completed February 22, 1887, WITH INGERSOLL DRILLS EXCLUSIVELY. During the ten months prior to completion, THE MONTHLY RECORDS AVERAGED 27.8 FEET, 83 FEET in one week, and 266 FEET, 6 INCHES MADE IN 26 DAYS, ALL FULL SECTION TUNNEL, 16,216 FEET. THIS IS THE BEST RECORD MADE IN FULL SECTION TUNNEL ON THE LINE. NATURE OF ROCK HARD GRANITE GNEISS.

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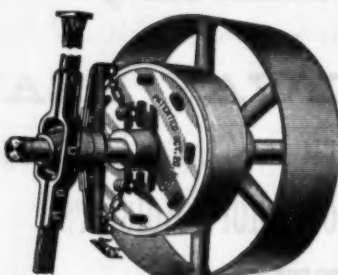
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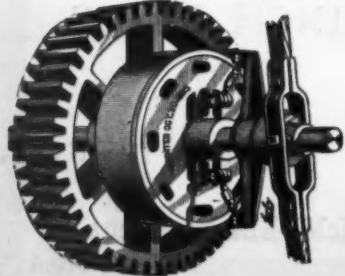
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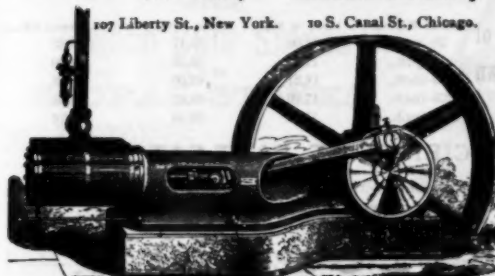
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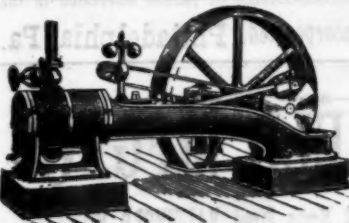


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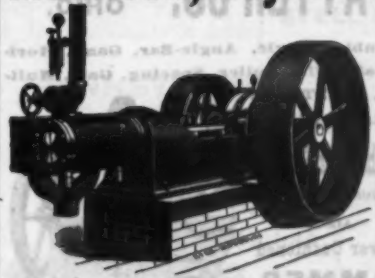
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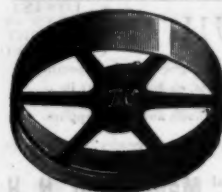
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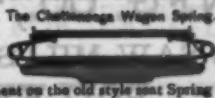
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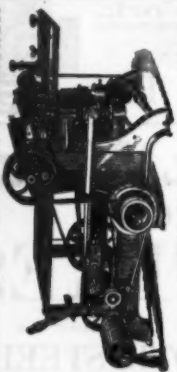
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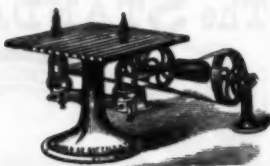
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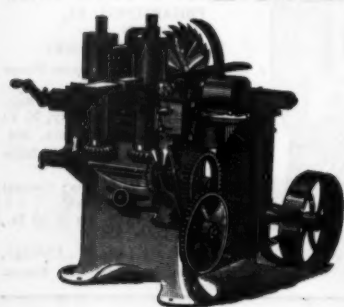
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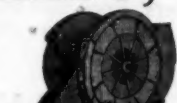
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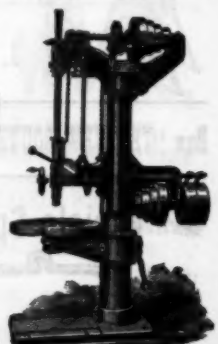
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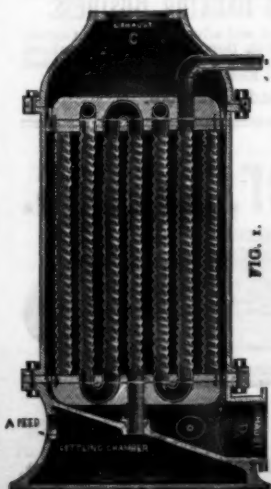
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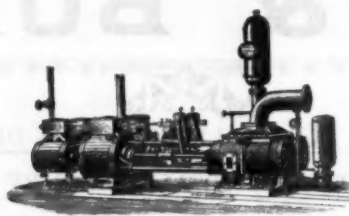
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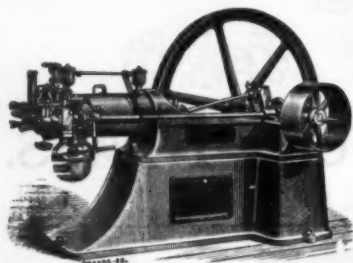
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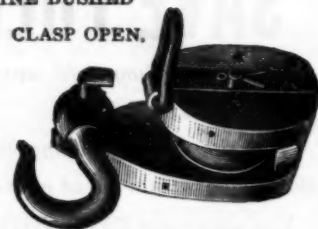
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BALTIMORE, OCTOBER 15, 1887.

WHAT to do with the treasury surplus is a question that is now engaging public attention. We publish to-day a letter from Mr. J. M. Vernon, of New York, on that subject. While some of the points made in this letter are very good, there are some suggestions that we think would, if carried out, prove very disastrous to the prosperity of many interests in this country. The MANUFACTURERS' RECORD has so often set forth the reasons why it opposes the abolition of the duty on iron ore, coal, lumber, and such things, wrongly called raw materials, that it is needless to repeat these arguments.

The letter contains some other suggestions that we do not endorse.

We commend to our readers the description of Anniston, Ala., taken from the Hot Blast of that town, for which paper it was written by Mr. James R. Randall, its gifted editor. Many descriptions have been written of Anniston, its charming location, its delightful climate, its wonderful industries and its interesting history, but never has a better article on that town been penned than the one which we publish to-day. It is from the Hot Blast's special Piedmont Fair edition. Mr. Randall certainly deserves well of the people of Anniston for the great work he is doing for that town through the Hot Blast.

SOME day it will be patent that Mr. Duncan T. Parker's idea is the right one: throw the town open to anybody who has money to build car lines or anything else. At any rate, it would seem good policy for the city authorities to put up the franchise of the streets to the highest responsible bidders for dummy lines or any other modern system of rapid transit.—Anniston Hot Blast.

Does this mean that the outside capitalists are not welcomed to Anniston? We hope not, for Anniston is too good a place for a great industrial and trade center to be restricted in its growth by any such exclusive policy as this. And yet it is a little strange that Anniston is still without a street car or dummy line, notwithstanding several companies have asked for permission to build.

HON. SAMUEL J. RANDALL predicts that within less than a generation the South will be the richest half of the Union.

Baying Watch Dogs.

Tremendous is the fear of the free trade organs that the money of the people in the Nation's treasury will be wasted. So one would infer from their repeated and urgently pressed warnings. It must be astonishing to those of our readers who do not understand the true inwardness of the business, to find what vigilant "watch dogs of the treasury" their favorite papers have suddenly become. Men acquainted with the secret motives and ulterior designs of the powers that control these journals laugh at their persistent and well simulated expressions of fear for the public safety. While many of these journals have only the most limited influence, there are others of acknowledged respectability and wide circulation that ought to be ashamed to take part in the free trade game of amusing and hoodwinking the public. Chief of this latter class in age, respectability and influence, is that always ably conducted paper, the New York Journal of Commerce. In its columns of shipping and commercial statistics that paper has no superior. The best merchants accept its figures as devotees do the utterances of their religious teachers. On questions of commercial law its decisions are as sound as those of the highest courts, and are generally much more tersely and clearly worded. But alas, there are flies in this precious ointment. The Journal of Commerce has joined the watch dogs. Its bark is loud and sonorous. Only listen to its deep basso profundo baying. "Tapping the surplus" was the inciting cause of all this racket in last Thursday's issue. It began:

"About this time expect conventions for the furtherance of schemes under the name of river and harbor improvements to deplete the Federal treasury. We have a big surplus revenue, and a great many people are anxiously asking: What shall we do with it? But no such queries worry some of our Western and Southern friends. They know exactly where to sink all the superfluous money that is wrung from the people in customs duties and internal taxes. They unfold their well-worn and deeply-creased maps, and point with unerring fingers to the exact spots where ditches could be dug, warranted to drain off all those government hoards, the disposition of which now gives speculative minds so much trouble.

The accumulation of this needless mountain of wealth is, as we have always said, a standing incentive and challenge to these assaults. The burglar breaks into the house where he sees, through a window, the most silverware displayed on the buffet. The footpad knocks down and robs the man whose fat pocketbook bulges out in his coat or trousers. The government that has a surplus must be as alert and wary against oily and plausible schemers as a visiting farmer against the bunco men of New York."

What a rich sound from this venerable old watch dog! It is delightful to know that age has not impaired the depth and power of his lungs. There he stands, grand old grizzled favorite, at the door of the treasury, head outstretched, chest inflated, jaws wide apart and pours out his sonorous bay. Of course all the pack will take

it up in chorus, and frighten if they can "our Western and Southern friends" from seeking appropriations for national improvements. What effect this racket will have we shall all know "in the sweet bye and bye."

Our Merchant Marine.

The MANUFACTURERS' RECORD has repeatedly noticed the work of the American Shipping and Industrial League. We rejoice to see that the business men of the Gulf and lower Mississippi valley are alive to the importance of rehabilitating our merchant marine, and that their various commercial bodies are appointing strong delegations to attend the Birmingham Convention next month. But how many of our readers in the Middle States are intending to go to the North Atlantic Convention of the League that will be held in Boston the 21st and 22d of this month? There ought to be many. Baltimore should be ably represented at this convention, and so should every other commercial city between Chesapeake bay and Eastport, Maine. Bear in mind that the objects of this national and entirely non-partisan organization are "to promote the development and distribution of the products of American labor by an extension of the merchant marine of the United States, and to establish thereby more intimate commercial intercourse with other countries by frequent and direct mail service." It is an axiom we have forgotten, if we may judge by the present forlorn condition of our shipping, that "the ships of a country bearing its flag carry its sovereignty, its name and character to the ports of the world."

Kentucky's Industrial Convention.

The people of Kentucky have taken a wise step. Impressed with the magnitude of their undeveloped resources, they have determined to begin the great work of development on a larger scale than in the past. Although the State is making rapid progress, yet there is room for still greater activity, and, to start the new era of development, an industrial and commercial convention, composed of the foremost men of the State, was held in Louisville last week. The representatives from all sections of that rich commonwealth gathered together to discuss the best means to make known the wealth of their State and to devise ways to push forward its development. It was a wise move, well calculated to do much good, and one that might with advantage be followed by other Southern States.

The South has within its own limits the power and wealth to develop its own resources, if the people will unitedly work together, and, as this is done, outside capital will seek investment there.

Let the good work go on.

Pig Iron Production.

In its quarterly report of the condition of the blast furnaces in the country, the American Manufacturer shows that there are now 346 furnaces in blast, with a weekly production of 144,638 tons. The report makes the following showing:

Fuel.	No.	In blast.	No.	Out of blast.
		Weekly capacity.		Weekly capacity.
Charcoal.....	73	15,171	104	11,420
Anthracite.....	122	36,044	79	29,334
Bituminous.....	151	93,423	61	25,295
Total.....	346	144,638	244	66,049

There has been a reduction during the month of total number of furnaces in blast of six. There are six less charcoal furnaces blowing, eight less anthracite and eight more bituminous.

The important changes by districts are as follows: two New England charcoal furnaces have blown out, two New York, one Maryland and two Kentucky Hanging Rock, while one Michigan furnace has gone in.

In anthracite there are four less in blast in New York, two less in the Lehigh Valley and two less in the Schuylkill.

In bituminous furnaces there is one more in blast in Virginia, one less in the Mahoning Valley, four more in Eastern, Central and Northern Ohio, one less in Alabama, one less in Illinois and two less in Missouri.

As compared with a year ago, the condition of the furnaces in blast is as follows:

Fuel.	No.	Oct. 1, 1887.	No.	Oct. 1, 1886.
		Weekly capacity.		Weekly capacity.
Charcoal.....	73	15,171	66	11,105
Anthracite.....	122	36,044	101	34,991
Bituminous.....	151	93,423	132	70,570
Total.....	346	144,638	319	116,666

The most notable feature of the report for this month is the large number of coke furnaces in blast, 151, with a weekly capacity of 93,423 tons. This is the largest number of coke or bituminous furnaces and capacity ever reported as blowing; the nearest approach to it was April 1st, 1887, when the same number of furnaces was reported as in blast, but the reported capacity was but 86,709 tons.

The number of furnaces in blast and their capacities on the first of each month since January 1st, 1886, is as follows:

Date.	Charcoal.	Anthracite.	Bituminous.
	No. capacity.	No. capacity.	No. capacity.
Jan. 1, 1886.	57 7,804	104 39,811	118 59,438
Feb. 1, 1886.	58 7,493	107 39,100	120 60,777
March 1, 1886.	46 6,515	104 39,115	107 55,979
April 1, 1886.	44 6,566	117 33,880	118 60,799
May 1, 1886.	47 8,464	123 37,767	108 60,106
June 1, 1886.	54 9,384	123 35,136	131 75,730
July 1, 1886.	59 10,420	119 33,525	134 76,605
Aug. 1, 1886.	63 10,680	119 33,602	131 77,460
Sept. 1, 1886.	66 11,105	121 34,091	134 76,870
Oct. 1, 1886.	73 15,171	118 33,476	135 77,747
Nov. 1, 1886.	68 10,345	119 32,765	138 79,408
Dec. 1, 1886.	67 11,818	115 30,634	141 80,539
Jan. 1, 1887.	66 11,805	126 35,633	140 80,130
Feb. 1, 1887.	68 12,235	137 38,099	148 85,021
March 1, 1887.	61 11,572	143 39,767	146 83,334
April 1, 1887.	59 11,337	143 39,477	151 86,709
May 1, 1887.	54 10,819	143 40,573	149 86,800
June 1, 1887.	66 11,809	145 41,661	150 87,967
July 1, 1887.	77 13,669	136 37,662	150 87,153
Aug. 1, 1887.	80 14,396	137 37,278	150 87,155
Sept. 1, 1887.	79 13,900	137 36,872	143 87,083
Oct. 1, 1887.	73 15,171	122 36,044	151 93,423

The same paper, in discussing the position of the charcoal iron market, calls attention to the relatively lower price of charcoal than coke iron compared with the cost of production, and says that as the result of this condition of the market, furnace after furnace has gone out of the business; stocks have been materially reduced,

until to-day they are at the lowest point they have reached since the middle of 1884, and the average production of the present year is not equal to the consumptive demand, if any judgment can be based upon the great reduction of stocks that has taken place in the last year. On the first of July, 1886, for example, the stocks at the Western and Southern charcoal furnaces were 142,014 tons; on the first of September of the present year they were but 60,599 tons.

On this statement of the facts it is claimed that the charcoal iron manufacturers of the country have their business in their own hands if they but choose to exercise even a moderate amount of wisdom and patience. For many purposes charcoal iron must be used, and as we have indicated above, the production is not up to the consumption, and the cost of making charcoal iron is constantly increasing through the exhaustion of the timber near the present location of furnaces. The charcoal iron industry certainly has tarried long enough in its present depressed condition, and if these manufacturers will but have courage and wisdom, there are better days in store for it in the near future.

THE MANUFACTURERS' RECORD acknowledges with gratitude its high appreciation of the compliment conveyed in the following correspondence:

LOUISVILLE BOARD OF TRADE.

HARRY WEISSINGER, ESQ., President:

DEAR SIR:—At a meeting of the directors of the Board of Trade, held Wednesday, August 31, the following was unanimously adopted:

WHEREAS, The part which the MANUFACTURERS' RECORD, newspaper, of Baltimore, has borne in the efforts and advances of the South in the direction of industrial and commercial development are worthy the appreciation and honor of all citizens of this section;

Resolved, That R. H. Edmonds, Esq., editor of the MANUFACTURERS' RECORD be cordially invited to visit Louisville on the occasion of the holding of the State Industrial & Commercial Conference, October 4th, or such date as may be convenient to him, and become the guest of this board during his stay.

That this resolution and invitation be conveyed to Mr. Edmonds, engrossed from the records, by the president of the board.

Respectfully,

JAMES F. BUCKNER, JR., Supt.

LOUISVILLE BOARD OF TRADE.

R. H. EDMONDS, ESQ.,

Editor Manufacturers' Record:

DEAR SIR: I have the pleasure of conveying to you, with the compliments of a unanimous directory of this Board, the enclosed resolution, and invitation to visit the city of Louisville.

The Kentucky Industrial and Commercial Conference, which meets October 4th, is expected to be a very important assemblage of the most practical industrial and commercial representatives of the State.

The invitation, however, is to be taken as conveyed, and I beg to assure you that we will be pleased to receive you at any time that may suit your convenience. If you will notify me, I shall arrange for all your expenses. I am sir, with respect,

Most sincerely yours,

HARRY WEISSINGER,
President of the Louisville Board of Trade.

The Treasury Surplus.

NEW YORK, Sept. 15, 1887.

Editor Manufacturers' Record:

The great national question of the day is, how can this annually increasing surplus in the treasury, now amounting to \$100,000,000, be reduced to the legitimate expenditures of the government and at the same time preserve and stimulate our home industry and increase our commercial relations with other nations? The "powers that be" will act wisely and well by at once giving especial attention to this great national problem, with a view to its speedy and satisfactory solution regardless of party and of all private and sectional interests.

The immense interests of agriculture, manufacture and commerce involved in the solution of this problem call for the exercise of wise and prudent legislation, so that the "ways and means" adopted will not injure or retard home industry and commerce.

Various schemes and theories have been suggested and advocated, some of which are based upon patriotism, some upon purely sectional prejudices, and some imperial transcendentalisms, and others from distinct selfish motives and a total disregard of the rights or welfare of the masses or of national progress. The principal suggestions and recommendations advocated are as follows, viz:

First.—Abolish all internal revenue, which amounted to \$112,421,121 in 1885.

Second.—Make a general reduction of the tariff to the extent of \$100,000,000 per annum, which amounted to \$177,319,550 on consumption in 1885.

Third.—Admit all raw materials free, excluding sugar and rice; this would only amount to about \$10,000,000, and including sugar, rice, &c., about \$65,000,000, leaving still a surplus of \$35,000,000.

Fourth.—Abolish all duties on sugar, molasses and rice, and compensate the sugar and rice planters if necessary. The duties upon these articles consumed in 1885 were \$52,000,000, leaving still \$48,000,000 of a surplus.

Fifth.—Make provisions for a navy, and also for coast defences and improvements of harbors, rivers, canals, &c. Such appropriations belong legitimately to the annual expenditures of the government. Provisions are now made for a navy, &c., amounting to \$50,000,000, which cannot be economically used in from two to five years, and it only decreases the present annual surplus this amount.

Sixth.—Loan this annual surplus to the States for public improvements and education, or to the Knights of Labor, and such like to establish co operative associations for manufacturing and other purposes.

Seventh.—Purchase the leading railway and telegraph lines, or make the surplus a basis for a national banking system, and annuities.

Let these suggestions be reviewed seriatim, without prejudice or sentimentality.

1. If the internal revenue were entirely abolished it would be a great boon to the tobacco planter and remove an onerous tax upon the produce of the soil, and place him at liberty to dispose of his products at pleasure, instead of through licensed tobacco merchants, but in the case of alcohol it would be entirely different. It would be a flagrant outrage upon the general sentiments of the people and the industry of the country, nor would its trade and commerce receive any benefit therefrom. Public sentiment, as well as national policy, is opposed to granting king alcohol a free license to run riot throughout the length and breadth of the land at the expense of other necessary industries.

2. To cut down the tariff at one fell swoop on a pro rata scale, to say \$80,000,000 a year, or an average on total imports of about 12 per cent. *ad valorem*, would paralyze a large number of industries and block the

wheels of national progress, and produce a financial panic more disastrous than any ever felt in this country.

3. To admit raw material free, sugar and rice excepted, is sound political economy, but it only decreases the surplus about \$10,000,000, leaving \$90,000,000 for annual distribution.

4. Abolish the duty on sugar, molasses and rice, and the present sugar and rice interests of the country, which are gradually recovering from the effects of war, demoralized labor and overflows, will be ruined, and from \$100,000,000 to \$120,000,000 in gold will be annually transferred from our accumulated wealth to the coffers of foreign nations without any adequate compensation or increase of commerce, and ultimately the price of sugar and rice will be higher than it is now.

Take for instance the Hawaiian treaty, which admits sugar, rice, &c., "free," and notwithstanding sugar and rice is from 1 cent to 1½ cents a pound dearer in San Francisco than in New York. According to the San Francisco Chronicle the imports of sugar from the Hawaiian Islands for the calendar year of 1886 were 218,106,199 pounds, value \$10,133,273, and the remission of duty on sugar and rice, &c., this year will be over \$5,000,000, which the United States has virtually paid as a bonus or subsidy to the "sugar kings" of these islands for the privilege of importing this sugar, and besides all this, the balance of trade is against us to the amount of over \$7,000,000, and in the face of these facts it is now proposed by the Senate to continue this treaty seven years longer, and thus filch from the people of this country over \$40,000,000 more.

If sugar is admitted free, Cuba and other sugar producing countries will soon become as independent as Hawaii, and dictate the price of an actual necessity. Thus it is seen that free sugar and rice would retard, if not destroy, a large agricultural section, which in 1854 produced 495,156,000 pounds of sugar or 56 per cent. of the total consumption. In 1862, 528,321,500 pounds or 50 per cent. of the consumption were produced, and in 1884 owing to labor revolution, overflows, and want of adequate capital, only 287,712,230 pounds were produced, or not quite 9¼ per cent. of the consumption. There is no valid reason except want of means to control the waters of the Mississippi river, and to cultivate the sugar territory, why this country should not produce a surplus of sugar and rice for export. To admit sugar, molasses and rice free and continue the Hawaiian treaty, which has depleted the treasury to date of over \$35,000,000 and increased the price of sugar and rice on the Pacific coast, would be an act of sublime partisan folly and an outrage upon the sacred rights of the people, for neither the manufacturing interests of the country nor trade and commerce could be benefited thereby. The injury would be incalculable, and there would still be \$50,000,000 surplus.

5. The construction of a navy, coast defences and subsidies for mail service must be extended from year to year as a regular expenditure, and from \$15,000,000 to \$20,000,000 annually cannot be used with economy, and at most, will not absorb more than \$20,000,000 of the surplus, leaving \$80,000,000 to be provided for.

6. To loan the surplus to the States, &c., is a measure not worthy of serious consideration. Past experience has shown quite clearly that government loans to the States have not been profitable investments. And to tax the whole people \$100,000,000 annually and loan it to political demagogues, to propagate and disseminate socialism and communism, is too preposterous and absurd in itself to merit a passing comment. The millennium has not reached us yet.

7. To purchase railways, telegraph lines etc., has some tangible features of recommendation. The telegraph lines, no doubt,

could be purchased and worked to some extent satisfactorily in connection with the post-office, but would it be sound policy under our system of government to do so? I think not, for it is very questionable whether the service would be improved. The purchase of these lines would not absorb one and a-half years surplus, and the great question would be still unsolved. The purchase of the railways is completely out of consideration, for it would involve \$8,000,000,000, and loaning to railway corporations has not been a very profitable government speculation. The government claims against the Pacific railways show and prove that the railway magnates are more powerful and sharper than the people's representatives; and, therefore, any government investment in railways or banks will end in fraud and disaster, and the same may be said in regard to banks, so far as disposing of the surplus is concerned. Here is a hole for it without any bottom. Increase it a thousand fold and the hole will not be filled. It may be heard of, but never seen again. The monarchs of the rail and finance will take good care of "the surplus," and further legislation upon this subject may be indefinitely suspended.

I shall now endeavor to show clearly and briefly how this surplus can be disposed of and profitably applied.

First.—Abolish the internal revenue upon everything, except alcohol and fermented liquors and the manufacture of cigars and cigarettes. The internal revenue from the manufacture of tobacco in 1885 amounted to \$26,407,000, deducting the internal tax of the leaf and the "license" for purchasing leaf, which amounted to about \$14,500,000, leaving in round numbers \$12,000,000 as the internal tax on tobacco; which amount reduces the internal revenue to \$98,000,000 in 1885.

Second.—Put on the "free list" animals of all kinds, breadstuffs, coal and coke, fish, flax, hay, iron and copper ores, marble and stone in the rough, provisions and dairy products, peas, beans, potatoes, lumber, wool, books, maps, etc., etc. The duty upon the aforesaid articles are now from 20 to 56 per cent. *ad valorem*, and in 1885 amounted to about \$10,000,000.

Third.—Retain the present duty on sugar, molasses and rice for ten years; which amounted to about \$52,000,000 in 1885. Create a sugar fund therewith for the purpose of protecting, reclaiming, and cultivating sugar and rice lands, and granting subsidies for the cultivation of sugar-beet and the manufacture of sugar therefrom, which is more fully explained hereafter. The disposition of the surplus will therefore be as follows:

Reduction of internal revenue.....	\$ 14,500,000
Reduction of tariff on "free list".....	10,000,000
Duty on sugar in sugar fund.....	52,000,000
For general reduction of the tariff.....	23,500,000
Surplus disposed of.....	\$100,000,000

Then it is seen that the onerous and exceedingly objectionable "war tax" on leaf tobacco is removed, and the raw materials and necessities of life are on the "free list," which relieves our manufacturing interests of the incubus so much complained of for the last ten years. According to this schedule the whole tariff is only reduced \$33,500,000, and the total revenue only \$48,000,000. It is quite apparent that the readjustment of the tariff upon this basis will give confidence and assurance to capital and stimulate all kinds of home industry.

The national principles should be (1) a prudent, efficient and economical use of the public funds; (2) no further reduction of the national debt—leave it to a future generation, and (3) tariff for revenue only.

It is proposed to retain the present rate of duty on sugar, molasses and rice for 10 years, or until the home production is equal to the consumption, and this amount of duty shall be set apart by the treasury department and designated, the "sugar fund," to be used for the following purposes, viz: About \$50,000,000 will be required for protecting and re-

claiming sugar cane and rice lands from overflow, and for canals and ditches. A subsidy of \$10 per acre for the breaking up and cultivation of a certain number of acres in sugar cane, rice and sugar beet; a subsidy of one cent per pound for all good refined sugar from beet, and half a cent per pound for good merchantable sugar from cane.

These subsidies to continue until the production becomes equal to the consumption, at which time the subsidies shall cease, and the remainder of the "sugar fund," if any, shall be capitalized and only the interest thereon shall be used for the protection of the aforesaid lands from overflows, and the reclamation of additional lands or other legitimate purposes connected with these sugar interests.

There will be a large amount of public lands which are now worthless reclaimed, and these lands so reclaimed shall be sold to the highest bidder, and the proceeds thereof shall be passed to the credit of the "sugar fund."

The execution of this work to be under the control of a competent commission of hydraulic engineers, who shall devise the best ways and means of carrying off the surplus waters of the Mississippi river above and below the city of New Orleans, and protecting the levees thereof, etc., viz: A ship canal at least 100 feet wide into Lake Borgue, which will cost, completed, about \$15,000,000; a canal above Carleton into Lake Ponchartrain for small vessels and steamboats, and thus develop a large lake and coasting trade; deepening Bayou La Fourche to carry off surplus waters at Donaldsonville, and directing the surplus waters of Red river via the Atchafalaya river to the gulf, and at the same time improving navigation therein.

The practical working of these propositions may be described as follows: The annual consumption of sugar in the United States is in round numbers 3,000,000,000 pounds, and the annual production about 300,000,000 pounds, or only ten per cent., and consequently the imports amount to 2,700,000,000 pounds. The duty collected upon sugar, rice and molasses in 1885 was over \$52,000,000, and if \$4,500,000 be added to this the amount of duty remitted on Hawaiian sugar, etc., there would have been realized from these sources and in the treasury \$56,400,000. The duty remitted in 1886 or rather the subsidy granted to Hawaiian "sugar kings" amounted to over \$5,000,000, and therefore I shall base calculations on \$57,000,000 of duty from these sources in 1887.

The increase of cane sugar during the first two or three years will be slow, but after the third year the increase will be rapid.

The estimated annual increase of cane sugar and the amount of the proposed subsidy of half a cent per pound, and the aggregate in 1895 is shown in the following table:

	Sugar, annual acre se. Pounds.	Subsidy at 1/2c. per pound. Dollars.
1888.....	100,000,000	500,000
1889.....	300,000,000	1,500,000
1890.....	450,000,000	2,250,000
1891.....	600,000,000	3,000,000
1892.....	1,500,000,000	7,500,000
1893.....	2,100,000,000	10,500,000
1894.....	2,700,000,000	13,500,000
1895.....	3,000,000,000	15,000,000
Total subsidy on cane sugar.....		\$47,750,000

The average production of sugar cane per acre in the United States is about 20 tons, and the average amount of sugar extracted therefrom is about 8 per cent., or 160 pounds per ton of cane of 2,000 pounds or 3,200 pounds per acre. To be conservative call it 7 1/2 per cent., or 3,000 pounds of sugar per acre, and consequently the land under actual cultivation in 1895 must be 1,000,000 acres to produce the 3,000,000,000 pounds.

The reclaimed lands for sugar and rice will be at least 10,000,000 acres, and it will require at least 3,000,000 acres for sugar purposes. The estimated annual production of

beet sugar and the amount of the proposed subsidy of one cent per pound, and the aggregate in 1895 is shown in the following table:

	Sugar, annual production. Pounds.	Subsidy 1 cent per pound. Dollars.
1888.....	50,000,000	500,000
1889.....	85,000,000	850,000
1890.....	300,000,000	3,000,000
1891.....	450,000,000	4,500,000
1892.....	600,000,000	6,000,000
1893.....	800,000,000	8,000,000
1894.....	1,000,000,000	10,000,000
1895.....	1,200,000,000	12,000,000
Total subsidy on beet sugar.....		\$47,500,000

The meteorological conditions found most favorable for beet culture are an average monthly temperature during the summer months not exceeding the maximum of 70° F., and the maximum average of rain-fall not below two inches and the number of rainy days during the month not less than ten.

In Alameda county, California, the Alvarado Factory returns 9 1/2 per cent. of pure granulated sugar, or 190 pounds per ton of beet. The yield of beets is only given at 15 tons per acre, and the average yield of sugar 2,870 pounds. By improved cultivation the yield has been increased to 20 and 23 tons per acre, yielding 4,000 pounds of sugar per acre. The cost of raising, &c., is put down at \$2.25 to \$2.50 per ton.

By a careful selection and improvement of seed and cultivation in France and Germany, an acre of beets is made to yield from 25 to 30 tons, and from 3 to 4 tons of sugar. These countries are now large exporters of beet sugar.

Portions of all the Northern States are adapted to the cultivation of the sugar-beet, and California has over 1,000,000 acres fit for its cultivation and could produce 1,500,000 tons annually, or a sufficiency for the present consumption of the country.

The price of beets in France is usually \$4 per ton of 2,200 pounds, pure juice, of which at a temperature of 62° F. shall mark 5° on the densimeter, and all degrees of density are paid for on this basis. Five degrees on the scale of richness means a density of juice equal to 1.050 and equal to 11.2 per cent. of sugar.

The price of beets in the United States may be put down at an average of \$5 per ton of 2,240 pounds, yielding 9 to 10 per cent. in sugar. An acre of beets will yield—say 20 tons, and at \$5 per ton amounts to \$100. Allowing the cost of cultivation, delivery, &c., to be \$2.50 per ton, the farmer will realize \$50 net per acre; and besides this, all the tops and roots are saved for feed, &c. In 1895 there should be over 1,000,000 acres of land fit for beet cultivation; and under beet 500,000 acres, producing 10,000,000 tons of beets, and, at a very low percentage, 600,000 tons of sugar.

The value of the beets at \$5 per ton, delivered to pulp mills, amounts to \$50,000,000, and allowing \$2.50 per ton for cultivation and expenses, the net profit to the farmers will be \$50 per acre, or a total of \$25,000,000.

The present price of wheat does not net the farmer 40 cents a bushel, and it would take 62,500,000 bushels of wheat to realize the amount made on beets, and at an average of 15 bushels per acre, over 4,000,000 acres of land must be cultivated at only a net profit of about \$6 per acre. Suppose the farmer only realized \$25 per acre, it would quadruple his profit on wheat.

Sugar has become an indispensable article of food. Great Britain, with a population of 35,952,000, consumed 1,076,000 tons, or 67 pounds per capita. The consumption rose from 59 pounds in 1876 to 67 pounds in 1885.

The United States in 1884, population 55,550,000, consumed 1,265,087 tons, or 51.4 pounds per capita; counting molasses of all kinds it will amount to about 56 pounds of sugar per head. The consumption rose from 37 1/2 pounds in 1876 to 51.4 pounds in 1885. At this rate of increase for another decade the quantity of sugar will be as great

as in England, or about 70 pounds per capita, and the population will then be over 70,000,000 and the amount of sugar used will be 5,000,000,000 pounds. The United States will soon become the largest sugar market on the globe, and the consumption may be valued at \$250,000,000 in 1895.

Under the stimulus of this proposed "Sugar Fund," there should be at least 1,000,000 acres annually in rice, producing 1,000 pounds per acre, or 1,000,000,000 pounds, or 15 pounds per capita in 1895.

The following table gives an estimate of the consumption, production and importation of sugar, and the duty collected on sugar, molasses and rice, including the amount of duty remitted under the Hawaiian Treaty, and the amount at the credit of the "Sugar Fund" during the respective years and the aggregate in 1895:

	Consumption, pounds.	Production, pounds.	Importation, pounds.	Duty, pounds.
1888.....	3,000,000,000	450,000,000	2,550,000,000	\$37,500,000
1889.....	3,000,000,000	850,000,000	2,150,000,000	\$32,250,000
1890.....	3,000,000,000	1,500,000,000	1,500,000,000	\$22,500,000
1891.....	3,000,000,000	2,250,000,000	750,000,000	\$11,250,000
1892.....	3,000,000,000	3,000,000,000	0	\$0
1893.....	3,000,000,000	3,000,000,000	0	\$0
1894.....	3,000,000,000	3,000,000,000	0	\$0
1895.....	3,000,000,000	4,000,000,000	0	\$0
Total duty collected.....				\$69,750,000

The breaking up and cultivating of sugar-cane and sugar-beet lands, say 5,000,000 acres extending over the respective periods at \$10 per acre, will amount to \$50,000,000.

Including interest at the end of 1895, the "sugar fund account" will stand thus:

CREDIT.	
Estimate amount of duty collected.....	\$69,750,000
One million acres of reclaimed lands at \$50.....	50,000,000
Interest estimated on the "Fund".....	19,250,000
Total credit 1896.....	\$139,000,000

DEBITS.	
Paid for protecting and reclaiming lands, &c.....	\$50,000,000
Paid for cultivation, &c.....	50,000,000
Paid subsidy on cane sugar.....	54,750,000
Paid subsidy on beet sugar.....	47,500,000
Total debits.....	\$202,250,000
Balance to credit of sugar fund.....	\$124,000,000

The balance of sugar fund in 1895 to be capitalized in 3 per cents, producing \$3,720,000 per annum, and used to keep the aforesaid lands, embankments, canals, &c., in repair, and for any other purpose connected therewith. Judging from the estimates made, all subsidies shall cease in 1895, and from this time forward the United States will be a large exporter of refined sugars and probably of rice, and consequently retain in this country \$150,000,000 to \$200,000,000 in gold, as well as create a profitable employment sufficient to sustain at least 3,000,000 of people for all time.

All this agricultural revolution is effected and carried to a successful issue without raising the present duty a single dollar or increasing taxation a cent.

J. M. VERNON.

No paper works more zealously for the South and her interests than the Baltimore MANUFACTURERS' RECORD. It has told the wonderful history of the South and the development of its vast resources. It has, step by step, since its first issue, shown how, from the depths of poverty entailed by the most disastrous war in the world's history, with a disorganized labor system and under discouragements that were appalling, the South has emerged into a period of industrial activity probably never equalled before in any country.—Augusta (Ga.) Chronicle

Many Facts of Interests.

Neway Notes, Agricultural and Manufacturing, from Mississippi.

[Special correspondence MANUFACTURERS' RECORD.]

ABBEDEEN, MISS., October 8, 1887.

A fruit and vegetable growers' association was organized in the heart of the Piney Woods, at Ellisville, the county seat of Jones county, on the 24th of September. The primary meeting was an enthusiastic one. A peculiarity of the piney woods region of Mississippi, is, that after the timber is cleared away the land is unsurpassed for the culture of fruits and vegetables.

Franklin Academy, Columbus, opened its session with 360 pupils.

The books of subscription to the Sipsey Valley Land, Mining & Manufacturing Company were opened at Meridian September 18th; the \$100,000 essential to organization (soon to be increased to \$1,000,000) was subscribed and paid in full. W. W. Hungerford, of Meridian, was elected president, and H. M. Nichols, of Meridian, secretary and treasurer. The following named stockholders were elected directors: N. B. Lord and J. W. Gallup, New York; Clarke Hayes, Franklin, Penn.; W. W. Hungerford, Joel P. Walker, John A. Lewis, H. M. Nichols, Meridian, Miss. The company is domiciled at Meridian and controls thousands of acres of the finest coal and iron lands in Alabama.

The Meridian Fertilizer Company is making extensive additions to its storage facilities.

The peach trees are blossoming on the south coast, about Biloxi.

The Central Female Institute, at Clinton, one of the oldest institutions in the State, opened its fall session with all the pupils it could accommodate.

Rains have fallen in the last few days in almost all parts of the State, and the result is general improvement in fall pasturage with large increase in the harvest of hay from the Japan clover, which reaches its finest stage for mowing in September.

The area sowed in turnips this fall will be enormous. The recent general rains have been taken advantage of for this purpose everywhere in the State.

It is no uncommon thing to see old log houses and barns in Mississippi from forty to fifty years old, built of hewed cypress logs, in which every stick of timber is as sound as it was on the day it was put in place. As to cypress shingles, every town and village can point to buildings shingled with cypress many years before the war, and yet the roofs are as sound as on the day the mechanics completed their jobs. I mention this to illustrate the staying qualities of this great Southern wood, so generally used in the Gulf States and so little known to the outside world.

The work upon the new cotton compress at Greenville is progressing rapidly. The machinery is expected this week and the establishment will be ready for work by November 15.

Greenville now has a boiler maker and repairer.

The Louisville, New Orleans & Texas Railroad is offering 700,000 acres of the finest land in the world, in the Yazoo Delta of Mississippi, in farm tracts to actual settlers on reasonable terms. The country or their line is being rapidly settled.

Two banks will be opened at Brookhaven on the first of November.

The machinery for the steam cotton compress at Hatchedur, in Copiah county, has arrived, and the compress will commence operations about the 15th inst.

Mississippi mourns the loss of another of her most progressive citizens, Dr. H. W. Stackhouse, of Crystal Springs, Copiah county, who died Sept. 28th. He was one of the earliest settlers and largest land owners, and among the pioneers in the enormous fruit and vegetable industry that has added

so much to the wealth and business of that part of the State, in addition to being one of the largest growers of strawberries for the Western markets in the South. He died at an advanced age.

Clay is being shipped from Duck Hill, Miss., to Quincy, Illinois, for the manufacture of fire-brick. Excellent fire-brick clay has been located in many parts of the State, and the manufacture is carried on to a considerable extent on the sea coast.

Aberdeen has one of the most extensive commercial tanneries in the gulf States, and large quantities of leather of high grade is shipped by it to Baltimore, Boston and other cities.

Moss Point, near the south coast, boasts a flourishing boot and shoe factory among its other industries.

The State Industrial and Technical Institute for girls (the only establishment of the kind in the United States) opened the session of 1887-88 on September 22d, with 400 pupils, representing every county in the State. There were over 500 applications, and it is hoped that the legislature next January will make appropriations for the erection of additional dormitory rooms.

Greenwood, in Leflore county, has organized a building and loan association.

The proportion of lint to seed cotton is greater this season than ever before. Heretofore it has usually taken nearly sixteen hundred pounds of seed cotton to make a five hundred pound bale of lint; now it is the exception not to get more than a 500 pound bale out of 1,500 pounds of lint. The Yazoo Herald says in this connection, speaking for the Yazoo Delta country: "One of our merchants received a letter this week reporting a bale of 539 pounds from 1,475 pounds of seed cotton. This is about the average throughout the country, though the average is usually about one to three. This is a gain of more than one average bale in ten."

Yazoo city has added a soda water factory to her many industries.

A fruit and vegetable grower's association has been organized at Jackson for the purpose of raising products for the Northern and Western markets. Associations of this kind now exist in a majority of our counties, or are in course of organization.

The "Truck Growers' Association" of Brookhaven is adding largely to its membership.

There are at least twenty ladies engaged on the editorial columns of the Mississippi journals, and many others employed upon them as compositors.

Miss Mollie Duval, of Sardis, has written a history of Mississippi, and the teachers of Panola county have adopted it as a text book.

The Oxford Falcon claims that the sorghum crop of Lafayette county is "the largest and finest ever grown." That is the general report from all parts of the State.

The North Mississippi Blood Stock Association holds its exhibition this year at Water Valley, October 4 to 6th inclusive.

A horticultural society was organized at Ellisville, in Jones county, on the 28th of September. The merchants as well as farmers take a lively interest in the enterprise.

Aberdeen and Monroe county mourn the loss of Dr. B. L. Hatch, one of the oldest and most esteemed farmers, stock growers and orchardists.

The Aberdeen Fair Association, which opens its exhibition on the 25th inst., has offered handsome premiums for the best yield of corn from 3 acres, and the committee is now actively engaged in visiting the farms of the various competitors and making measurements. The race course on these fair grounds is the finest in the South without exception, and is in better condition than ever before.

The last spike was driven in the Kansas City, Memphis & Birmingham Railroad last week. This line which is continuous from the Missouri river to Birmingham, passes

diagonally through our State, crossing the Mobile & Ohio road at Tupelo, and the Tombigbee river, a few miles east of that town. It is connected with Aberdeen by a branch that will probably be completed this month, crossing the Tombigbee river at Aberdeen on an iron draw bridge.

The free bridge over the Tombigbee river at Aberdeen is one of the finest iron structures in the South, with a swinging draw of nearly 275 feet. It is the chief approach to the city for its heavy wagon trade with Alabama.

Mr. B. C. Sims, of Monroe county, informs the Aberdeen Examiner that in addition to his cotton, corn and other crops he will save about 250 tons of hay this season for market.

The Mississippi Grass Growers and Hay Makers' Association expect to make an exhibit at the Atlanta Exposition of several hundred bales of Mississippi hay. Nothing but difficulty in obtaining transportation will interfere with this exhibit. Our State also expects to be the chief exhibitor of dairy products at that exposition.

Corn is selling at 25 cents a bushel and sorghum at 20 cents a gallon in Saltillo, Lee county.

The rivalry between the cotton seed oil mill organizations of the old and new regimes is becoming interesting.

The shipments of lumber from the port of Pascagoula on our South coast for the week ending September 30 amounted to 1,287,415 feet, of which 951,615 feet went to Buenos Ayres, South America, and the remainder to Key West, Fla.

The large schooner "L. N. Dantzer" was successfully launched from Frenz's ship-yard at Pascagoula last week.

The shipment of vegetables from Scranton on the South coast for this season include 1,498 boxes of beans, 811 boxes tomatoes, 22 boxes cucumbers, 7 boxes onions and 62 barrels of potatoes.

Mississippi is a State of female colleges, normal schools and boarding schools, and almost every county has at least one. A large portion of her white children, particularly girls, are in attendance upon these institutions, while hundreds of others are at colleges and academies in other States. These institutions, that are, of course, "pay schools," all rejoice this fall in the largest patronage they have ever known. In the reports of educable children in the State these boarding school pupils are all included, but when it comes to the report of attendance they are left out, for this report only includes the girls and boys attending the public schools. Our boarding schools include in their attendance many pupils from Alabama, Louisiana, Arkansas and Texas, with a "fair sprinkling" from other States.

The Meridian Carriage Factory is turning out a great deal of very fine work.

The Aberdeen Carriage & Wagon Factory is doing a flourishing business. Its wagons are admitted to be the best used in that region.

"Jim Brannon," a Natchez horse, recently captured the first prize in a race at Niagara Falls.

Harry Rice, of Vicksburg, who graduated a few days ago at the Poughkeepsie (New York) Business College led his class. Mississippi has many students at this institution.

Dr. C. R. Myles, of Myles station, in Claiborne county, is winning a world-wide reputation in Europe, though quite a young man. He had the honor of relieving by his methods and the instruments of his invention, made to order, the Crown Prince of Germany from his painful and dangerous malady. He was highly complimented by the attending surgeon, Dr. McKenzie, as well as by the illustrious sufferer.

Mr. Donahoe, one of the most eminent of the American artists in Paris, and who has several times enjoyed the honor of having his pictures hung on the line at the great

exhibitions in that city, is a Mississippi boy from Jefferson county.

The contract for building the Warrior Coal Fields Railroad, from Meridian, Miss., to Gainesville, Alabama, was signed on the 6th inst., requiring that the work shall commence within 60 days of signing. The contractors are Dunn Bros., well known in connection with railroad construction in Alabama, Georgia and Tennessee.

Natchez had a premium colt show for thoroughbreds on the 6th inst. That city and Adams county have been noted in the South for more than half a century for the excellence of their home-raised horses.

Port Gibson will have a cotton factory in operation within the next ninety days with four thousand spindles.

The Port Gibson Oil Mill, which is independent of the Oil Trust Association, resumed work for the season last week.

Port Gibson will open the storage season with two new iron cotton warehouses. Her receipts for September were about five times what they were in 1886.

All of the Mississippi railroads are advertising excursion tickets to Memphis on the occasion of the president's visit.

The receipts of cotton in Vicksburg to October 6th amounted to 8,461 bales, against 2,405 to same date in 1886.

The Mississippi railroads were never doing a better business at this time of the year than at present. Every line is being pushed to the utmost by demands for cars to move the early and abundant harvest, and the enormous cut of our saw mills.

The building of the road referred to in these notes last summer, from Hattiesburg, Miss., to Mobile, Ala., a distance of 85 miles, is likely soon to take shape. A large portion of the route was graded soon after the war for the Mobile & Northeastern Road, an extinct corporation, and the construction will be easy and cheap. The line will pass through a fine timber region, and at Hattiesburg will make a junction with the Queen & Crescent system, from Cincinnati to New Orleans, and the Gulf & Ship Island Road now being rapidly constructed from the south coast of Mississippi to beyond the north line of the State.

Governor Lowry has appointed all of the senators and representatives in our congressional delegation, delegates to the Waterways Convention that meets in Memphis on the 20th, and also Hon. E. Barksdale, ex-congressman, and Hon. Geo. M. Govan, secretary of State. Many of our cities will send delegates.

The market price for cotton seed is higher this season than it has been for years, and is still advancing. This is a cheerful sign for the planters as the prices that have ruled for several years past hardly justified handling.

The shipments of lumber from the port of Pascagoula for the week ending October 7th included 649,099 feet for Germany and 173,816 for Key West, Florida.

Scranton, on the south coast, has just bored a new artesian well, 555 feet deep, that is yielding forty gallons of excellent water to the minute.

There does not seem to be any difficulty in securing fine outpouring artesian wells at any point on our Mississippi sea coast.

Laborers of all kinds are in demand in every part of Mississippi this fall, and two dollars a day is not an uncommon rate of wages in some parts of the State. Cotton picking has absorbed an immense number of extra hands, while the saw mills, levee builders and railroad contractors have drawn heavily upon the supply. Advertisements for laborers on levee work are published in the Vicksburg Herald by two different contractors, offering steady employment, one calling for 250 men and the other for 200, at \$1.25 per day. These rates of wages in the far South are equal to about double the rates in the North. Bricklayers and carpenters are finding abundant employment all over the State at fine wages.

Messrs. J. A. Boyd and C. J. Freede, of Melrose, Ohio, have purchased ten thousand acres of pine lands in Jones county, and are about to form a partnership with Mr. A. T. Smith a well-known sawyer and lumberman of that county.

Kentucky Glowingly Pictured.

[Special correspondence MANUFACTURERS' RECORD.]
WHITESVILLE, KY., Sept. 27, 1887.

Much has been said and written during the last half decade concerning the New South, yet all has not had been said, for it is an endless theme wherein is contained a reality surpassing the imaginative in song and story. The wondrous effects of Aladdin's mystic lamp were not more splendid than the effects of progress as shown to-day in the New South. The one was fanciful, the other is real; the one was but castles in the air filled with the "airy phantasies of a clouded brain," whilst the other is solid structures of stone, brick, mortar, iron and wood, filled with a people of flesh and blood, who, step by step are showing the world and at the same time realizing themselves that "peace hath its victories no less renowned than those of war," and that—

"Who makes two blades of grass to grow
Where only one was seen before,
Confers on man a greater boon
Than he who sheds his seas of gore."

A Niobe rising through her tears like the Phoenix springing from its ashes, to-day like Liberty enlightening the world, she stands in the gaze of nations and holding aloft the light of prosperity she invites the world to sit at her feast and partake of her abundance.

But it was of Kentucky that I desired to write. Though not so much has been written concerning her as of Georgia, Tennessee, Alabama and Arkansas, yet impelled onward by her natural advantages and the progressive spirit of the times, she has kept in the van and to-day she stands the Keystone State of the New South. Like a fair maiden arrayed for her bridal, she stands clothed in the choicest of nature's bright robes, while her fair form is covered with jewels scattered o'er her with lavish hand. Thus arrayed she awaits the coming of the bridegroom—Development.

As the MANUFACTURERS' RECORD so justly observed a short time since, Kentucky is one of the most marvelously endowed States in the Union. Whether we look at her climate or at her soil or at her vast wealth of woods and minerals, or at all, at once her endowments seem indeed marvelous. "Liberal," it is said, "not lavish is kind nature's hand," but in this instance the truth of the saying does not apply, for nature has here been lavish to wonderment. With a climate, in summer equal almost to that of Italy or southern France, the icy blasts of winter are tempered to a condition which excludes the suffering and privation experienced by the dwellers on the great plains of the West where, so long the emigrant's eyes have sought an earthly Paradise. She possesses the most equable climatic conditions known, especially for that large class of people whose circumstances do not permit them, like the birds of passage, to change their residences with the seasons. Here the tiller of the soil, the deliver in the mine, the artisan and the mechanic in the mill and in the shop find the most genial climate to be found the wide world over, while at the same time, in connection therewith, are found the means of subsistence. Her soil, with which no other can compare, and the fame of which, with its products, fill civilization itself, is open to men of limited means, while her vast forests of the most useful woods await the demands of commerce. Beneath her surface, thousands of square miles in area, the largest and the finest beds of coal and iron in the world are waiting for the application of development. Just entering upon the morning of her greatness Kentucky sends out to the world the invitation come, see, and abide with us.

In future communications I shall endeavor to give statistics and authorities on her progress and resources.

KAINTUCK.

THE BALTIMORE MANUFACTURERS' RECORD is one of the ablest of America journals.—Journal of Commerce, Galveston, Texas.

Anniston.

The Anniston exhibit speaks for itself. It tells, in part, the majestic story of a wonderful development. It tells how the region circumjacent is phenomenally rich in mineral treasure, specially so in that iron ore which has, when exploited and made productive by the genius of man, wielded a greater power commercially than any other metal, not excepting gold itself. We see in this exhibit how, under a beneficent, economic policy of the country, in a section hitherto devoted to agriculture exclusively, prodigious wealth-creation has been engendered, whose circles have widened and widened industrially from year to year and from hour to hour. We see the great boulders of ore in the Anniston tars. For ages this most useful metal reposed in the hills untouched, except here and there curiously, or when war startled the South with a discovery of its enormous riches and the necessity of their utilization, however crudely.

By the providence of God, no doubt, Samuel Noble, born of a generation of artificers, the true descendants of Tubal Cain—"the man of might in days when earth was young"—wandered into this section of Alabama and desecrated its surpassing natural beauty and metallic abundance. He saw that though the valleys around and the plains hard-by yielded corn, clover, grass, cotton, wheat and the like, the mountains held within their bosom stores of minerals more opulent still. He saw that here would arise a mammoth industry that would increase the value of the fields incalculably and be at once a godsend to labor and capital, to the farmer, the mechanic and the merchant alike. To secure possession of this domain taxed his brains, and how to exploit it was a problem difficult of solution. But the Providence that led him from Rome to Calhoun county, did not desert him in the mission he had been selected to accomplish. The Quintards, of New York, old friends, came to his aid, and, one day at Charleston, a seemingly accidental meeting with Gen. Daniel Tyler and his son Alfred, decided the destiny of Anniston. The heroic old Connecticut soldier, gentleman and man of affairs luckily possessed the means—the lamp of Aladdin—to help realize the enterprising, sagacious, and what may be called the predestinated dreams of the man who had been strangely led from the English coast to North Georgia, and then to the unexplored or unused ore-fields of Alabama. The late William Gilmore Simms used to say that when the Lord had work for any man to do, He always, in sore travail and trial perhaps, prepared the ways, means and auxiliaries. So it chanced that, in ripeness of time, Samuel Noble, met and locked shields with the grand old General and his accomplished son, who had had the cultivating discipline of the schools and the thorough training of the Pennsylvania Company.

Under such inspiration, aided by the skill of the Noble brothers, the town of Anniston had its first impulses. The furnace fires were lit, thousands of acres of timbered land were purchased, hills burdened with ore were bought, a railway was built up a valley, which, Judge Kelley predicts, will one day rival that of the Schuylkill in population, wealth and industry, a big cotton mill rose to be the home of production, car wheel and car works sprung into sturdy existence, and when, later on, men like Duncan T. Parker, John M. McKleroy, T. G. Bush and many other active spirits entered with their money and brains to co-operate with the founders of the town, its fame became world-wide and its fortunes were assured.

Now, without any pretense or bustle or harrah, Anniston expands surely and safely. Nothing is undertaken that is not pushed to a successful conclusion. In about eight months, two vast coke furnaces will fill the air with flames and pour forth tons of iron that will be utilized by the largest and most

complete pipe works in the world. Hard by a bloomery will convert the incomparable pig iron of the Woodstock charcoal furnaces into steel ingots; and around the bloomery will cluster many small industries to utilize its valuable product.

In less than five months another first-class railway, belonging to Anniston, will be completed to the Alabama Great Southern trunk line, shortening the route northward 120 miles, and running to inexhaustible beds of red ore, vast timber lands for charcoal, and up a valley of extraordinary fertility.

Anniston, too, as her ruling spirits have been accustomed to do, has become possessed of the Cahaba coal field, the second greatest in the State, whose treasures could not be exhausted in thousands of years. This coal is the best kind for domestic use and coking purposes. As the four charcoal furnaces of Anniston will never be at a loss for fuel, because of the provision of their managers and owners, so the two mighty coke furnaces will never lack for the material to feed their flames and make their night torches the emblems of industry enlightening the world, under the banners of liberty and progress.

The people of Anniston, in conjunction with the great corporations, have not set their heart solely on riches. They understand the value of education, and appreciate, as the illustrious old musician did when praised by the people tumultuously, that but for God's mercy none of these material advantages could have occurred. They know that to the Ruler of the Universe and Disposer of Events, all that is belongs. Penetrated with a desire for the benefit of the rising and coming generations, schools of the best kind have been established and officered. These academies and colleges are multiplying. Conscious that all wealth and power and beneficence come from the Lord of Glory the people of Anniston, of all denominations, have done what they could for the honor of God and the respect due religion that leads to salvation. They know full well that furnaces will one day be no more on earth and ore beds cease to disgorge their treasure, but the lowliest man's spirit will project into eternity, where empires cast no shadow. So churches have been erected at Anniston, some costly, beautiful and substantial, others less expensive and enduring architecturally, and some betraying the poverty of the congregation and sparseness of number. But the worship of God is permanent be the temple what it may, and at stated terms the old and eternal truths of the Gospel are taught by learned, pious and earnest ministers of many creeds, serving one master.

Heaven bestowed a tonic atmosphere upon this favored region, and in the earth around perennial springs of living, life-preserving waters flow unceasingly. These fountains of vital purity have been, by the art of man directed to the use and conveniences of the people. In the near future this salubrious water supply will be inexhaustibly increased from the sparkling, innumerable springs of the Coldwater creek, which Mr. Noble had the prescience to secure for the common good of Anniston.

With pure air and pure water, the necessity of perfect drainage and sewerage has not been overlooked. Already plans for this consummation are being perfected, and Anniston will presently possess in air, water and soil purification, the elements noted even by the ancients, as the three desiderata for the material happiness of mankind.

The streets of Anniston are macadamized and built like the roads of old Rome, to last for centuries. The lava-like slag of the charcoal furnaces contributes the best foundation for such permanence of thoroughfares, and a prominent Georgian, recently in this city, said: "I am astonished at what has been done here. It all seems so solid, so substantial in every way, without parade or brag, and I know of no old city in my State

that has streets comparable with those of Anniston."

The finances of Anniston have also been guided by prudence, foresight and the fitness of things. The genius of Duncan T. Parker has been felt in all monetary matters, and no man in any part of the country has displayed more ability in providing for the "sinews of war," which are also the muscles and vital forces of peace. The greatest of generals admitted that they could do nothing without the financier, and it has been Anniston's happy fortune to possess the right man to so regulate its money necessities, in conjunction with other men, that one of the founders may exclaim: "This city fears no panic in the financial world and no depression likely to arrive industrially. We have prepared for all emergencies and possibilities within the power of human prescience, and will endure and remain erect, come what may, short of an earthquake or general collapse."

Another distinctive feature of the town is the magnificent Inn, which, once supposed "a folly," is now known to be one of the wisest institutions ever devised by the builders of industries and municipalities.

This place of entertainment has helped wonderfully to draw attention to the town, and will continue to be a most charming and alluring home for the health or pleasure-seeker, to say nothing of residents here who have no homes of their own, or do not need any other domicile. In time, and in a little while, other hotels will be built for every purpose and every purse, but the Inn will dominate the scene, just as Blue Mountain does the landscape.

Anniston has not all that she needs in the way of modern progress. She has not the rapid transit required by the nineteenth century, but this will not be long delayed. There are other requirements common to a new town, in what Captain Hight, a model of patience and executive versatility, calls "the formative process," but before she is one-tenth as old as more pretentious places nothing that the epoch considers essential or even progressive will be lacking.

Here then at Anniston we have all the material and natural advantages of any favored spot the world over. Here we have much the larger part of all the demands of industry, civilization and wealth-production. Here we have entrancing beauty, cultivated associations and all that makes for opulence, happiness and reputation. The foundations of our city have been laid soundly, deeply, securely. Its growth will be serene, safe and unshakable. In no place in the wonderful mineral region of Alabama can be seen a better or an equal illustration of the maxim that it is with the life of a town as the life of a man—that "he who builds solidly, labors long under ground."

It is natural for the majority of Annistonians to be in a hurry to exhibit miracles, to burn candles at both ends, to live fast, to eat cakes and have them too, to grow rich in a moment, to exhibit, in a word, all the phenomena of impatience. The founders of the city and the men who co-operate with them and have invested millions of dollars in its present and future, prefer to move with judicious caution, to first know that they are right, to do perfectly what is to be done at all, to be just to all interests and all classes. They feel that time will justify the profoundness of their policy and that time will make Anniston, what we already claim for it, "the Model City of Alabama," where soberness, piety, education and social parity are linked with phenomenal and self-respecting industry, where manhood and womanhood are valued for their virtues and where honest labor is the truest dignity and enduring crown, when blessed by God, to whom we owe life and all its blessings, and to whom the world and all the glory of it alone belong.—James R. Randall.

Subscribe to the MANUFACTURERS' RECORD. Price \$3.00 a year, or six months for \$1.50.

Petroleum as Fuel.

The Iron Trade Review, of Cleveland, Ohio, publishes the following reports as to the use of petroleum as fuel:

Oil fuel has increased our production 30 per cent., and at a considerably less cost than coal.—B. C. Faurot, Lima Paper Mills.

I use less than two barrels of oil to do the work for which a ton of coal was required.—Sidney McCloud, Calumet Iron & Steel Works.

Although situated in the coal region, we have entirely abandoned the use of coal for burning our brick. Have used oil four years and wouldn't think of abandoning it for coal.—Lehigh Fire Brick Co.

In using oil, we get steam enough from one boiler now, while when burning coal we had to use two. We don't need a fireman, have no coal to heave and no ashes to cart away.—Peter Schneider, Cincinnati Brewing Co.

We regard the use of crude oil as fuel for electric light stations a complete success.—W. A. Scott, Champion Electric Light Co.

We have fitted all our furnaces to burn oil as we find that it gives us much better results, and a large saving in expense.—The National Carbon Co., Cleveland.

We are so well pleased all around with oil fuel that we could not be induced to discontinue its use.—A. Hess, Cincinnati Spring Works.

We have put in tanks, pumps, pipes, etc., in a permanent manner. Oil, we are convinced, is the fuel of our business for the future.—Alexander De Lano, Detroit Steel & Spring Works.

In the making of brick the use of oil as fuel means a saving in the cost of fuel of 15 per cent., in the cost of labor of 40 per cent., and a considerable increase in the value of the product. We will back this statement with our reputation in the South, and right in Chattanooga.—P. L. Sword & Son, Cleveland.

We are having the most satisfactory results from the use of oil in every respect and shall certainly make a saving of from 25 to 30 per cent., at a low estimate.—E. Bement & Son, Agricultural Works, Lansing, Mich.

We have been using fuel oil in our mill since June. Starting under one boiler, but now firing under three; and also in four of our sheet mill furnaces. We now have finished, and in use, a five hundred barrel storage tank, and are piping our works for a more extended introduction of the oil. We find there is quite a saving in use of oil over coal, under the boilers; while in the furnace the percentage is much greater, showing conclusively, not only the economy of oil over coal for our use; but producing a much better product of both iron and steel sheet.—Britton Iron & Steel Co., J. W. Britton, president.

THE Dispatch publishes this morning a highly entertaining and readable interview with Mr. Wm. H. Edmonds, of Baltimore, on Montgomery and the South. Mr. Edmonds is one of the owners of the Baltimore MANUFACTURERS' RECORD, one of the ablest industrial journals published in the United States. It has been devoting a great deal of its attention and lending its influence to the rebuilding and development of the South, and is a staunch friend to Alabama. Mr. Edmonds says many nice things about Montgomery and the South, and his interview will be widely read and enjoyed.—Montgomery (Ala.) Dispatch.

THE Chronicle of Augusta, Ga., noted for many years for its splendid trade issues, has just published another special edition of 32 pages. The advantages of Augusta are admirably set forth, while a full history of the great cotton mills and other industries of the city is given.

SHEFFIELD

◆ COLBERT COUNTY, ALA. ◆

The Iron Manufacturing Center of the South.

BEING at the *head of navigation*, and on the *south bank* of the Tennessee river, Sheffield is the *natural outlet* for the mineral and manufacturing products of Alabama and neighboring States seeking a water route to points on the Ohio and Mississippi rivers, and to the Gulf of Mexico, as well as the best *distributing point* over Alabama, Eastern Mississippi and East Tennessee, South Carolina, Georgia and Florida for Northern and Western produce, groceries, provisions, machinery, &c. *Four railroads* certain, and several others assured. *Principal shops of Memphis & Charleston Railroad* will be erected here pursuant to written contract. These will employ between *four hundred and five hundred mechanics*, and consequently, with their families, will make an increase in population of at least two thousand people. Shops of three other railroads are contracted to be located here.

◆ Five Blast Furnaces Now Under Construction, ◆

Of which one is nearly finished, and the remaining four contracted to completion next spring, have estimated capacity of 700 tons pig iron per day. This is 40 per cent. more than now manufactured at Birmingham, Alabama. Experts do not hesitate to say that *iron can be manufactured more cheaply* at Sheffield than at Birmingham, and its *river transportation facilities* will enable Sheffield iron to reach the principal markets at a saving of from

\$2.00 TO \$2.50 PER TON.

A first-class semi-weekly newspaper, printed by steam, is regularly issued. Furniture Factory, Bottling Works, Bakery, 3 Steam Brick Works, 2 Hand Brick Works, 2 Steam Wood-Working Establishments, Water Works, 2 Banks, a Savings Bank, and Steam Job Printing Office already in successful operation, and Iron Pipe Works, 15-ton Ice Machine and five-story hotel, with all modern appliances, will be erected. The Cleveland Hotel, Park House and numerous boarding houses furnish accommodations to travelers. Postoffice, Telegraph Office and Express Office already established. Contracts have been made for the early erection of Electric Light Works, Paint Works, Agricultural Implement and Machine Works and Cotton Compress. Large Stove Works, Machine Shops, additional Iron Blast Furnaces, an extensive Charcoal and Chemical Plant, a large Rolling Mill and other manufacturing establishments under consideration, and will probably be built shortly.

Good Water. Free Public Schools and Churches. Health and Climate Unsurpassed.

Drainage excellent. Splendid opening for men of *push and energy*. No "Old Foggy" element here.
No better point for *profitable investment*.

◆ Sites for Manufacturing Enterprises, ◆ And for Free Public Schools and Churches

Donated by Sheffield Land, Iron & Coal Company.

Population January 1st, 1887, 700; now, (August 21st, 1887,) by actual count, 2,583. Increase of population, 300 per cent. in eight months, and only limited by accommodations.

Three years ago the site of Sheffield was cultivated as corn and cotton plantations, and was without a railroad. Numerous two and three-story brick business houses, and one and two-story dwellings have been, and are being erected. The class of buildings will compare favorably with those in cities of 20,000 inhabitants.

LIMESTONE of excellent quality for *fluxing iron* in unlimited quantities at the furnaces' sites. First-class building stone and brick clay abundant. Rich and extensive deposits of *brown hematite iron ore* within twenty miles, along the lines of two Sheffield railroads. The Sheffield & Birmingham Railroad runs through the heart of the *Warrior Coal Fields*, which abound in first-class *coking, steam, gas and grate coal*. *Timber* is abundant and cheap.

The *Memphis & Charleston Railroad* and the *Sheffield & Birmingham Railroad* are now in operation into Sheffield. The *Louisville & Nashville Railroad Co.* is now extending its *Nashville, Florence and Sheffield* division, which will be completed to Sheffield before the close of the year 1887. Surveys of three other railroads have been recently completed to Sheffield, which will soon be the *best combined river and railroad transportation center* in the South.

Every merchant and every established manufacturing enterprise is doing a profitable business. *More are needed.* For further information address

ALFRED H. MOSES, Vice-Prest. and Manager

Sheffield Land, Iron & Coal Co., - Sheffield, Ala.

Tuskaloosa, Ala.

— * ALABAMA'S NATURAL PITTSBURGH. * —

A Railroad and River Town of 6,000 Inhabitants, in the Coal, Iron and Timber District.

Healthful Location. Salubrious Climate. School Facilities Unequaled by any other town in the South.

+ SITUATED ON +

Queen & Crescent

— TRUNK LINE, —

IN THE

Warrior Coal Field

AND ON THE

WARRIOR RIVER.

Only Navigable River touching the

Alabama Mineral Field.

Eight Months Navigation. Being Surveyed

now to be opened all the year round.

All Water Navigation to

❖ **MOBILE** ❖

AND THE

Entire Gulf and Atlantic Coasts.

THE

— **Tuskaloosa Northern Railroad** —

Is now under construction into the

MINERAL and TIMBER FIELDS.

THE

— **Macon & Tuskaloosa Railroad** —

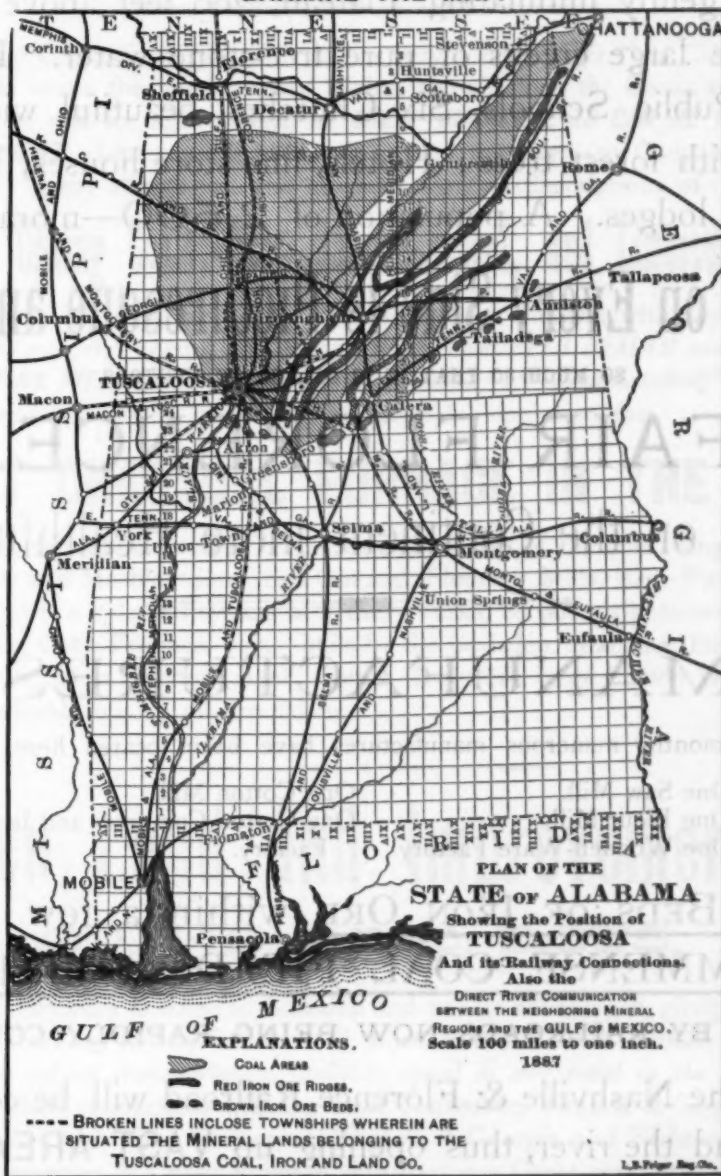
Will soon be building into the

COTTON REGION OF MISSISSIPPI.

Fine Farming Region

Around and Below the City.

"EXAMINE THE MAP."



Superior Inducements

AND

+ ADVANTAGES +

TO ALL

Manufactories Consuming

WOOD, IRON, COTTON.

FINE COOKING COAL

In workable veins near city, fully tested.

◀ **The Fire Clay** ▶

Existing in inexhaustible quantities, has been practically tested and pronounced

The Best yet Discovered in the South.

Street Car and Dummy Lines

NOW BUILDING.

◀ **Water Works and Electric Lights** ▶

TO BE PUT IN AT ONCE.

COTTON MILL

In Successful Operation.

ALSO

LARGE BRICK WORKS

COTTON-SEED OIL MILL, &c.

Manufacturers Seeking Locations in the South have here

⊗ **THE GOLDEN OPPORTUNITY.** ⊗

Many have availed themselves of it, but such is the wonderful richness of the resources of this section that there is

— **ROOM FOR ALL** —

THE **Tuskaloosa Coal, Iron & Land Co.,**

Owning 4,600 acres of city and suburban property, and 40,000 acres of mineral and timber lands, offers liberal inducements to manufacturers to locate at Tuskaloosa, Nature's City, and invites correspondence and the fullest investigation of its claims. Address

W. C. JEMISON, President Tuskaloosa Coal, Iron & Land Co., **TUSKALOOSA, ALA.**

Florence, Ala.

County Seat of Lauderdale County.

At Head of Navigation on Tennessee River, and at Foot of Muscle Shoals Canal,
which will be open Jan. 1st, 1888.

SITUATED on a gently undulating Plateau, 200 feet above high-water mark, surrounded by three large creeks of pure free-stone water. It has a Court House, Two Colleges, Four Public Schools, Six Churches, beautiful wide streets, graded and graveled, and shaded with forest trees; Hotels, fine store houses, Masonic, Odd Fellows, K. of H. and L. of H. lodges. A population of 2,500—moral, social and hospitable.

The Scenery on Every Side is Picturesque and Beautiful.

SO MUCH SO THAT IT IS CALLED BY VISITORS

'FAIR FLORENCE.'

There is no Place on the Continent more Healthful and Salubrious.

MANUFACTURES.

Within the last six months numerous manufactures have been located here, among the number:

Five Large Blast Furnaces.
One Rolling Mill,
Three Planing Mills,

One Saw Mill,
One Flour Mill,
One Wooden-Ware Factory.

One Cotton Mill,
One Cotton Compress and Ice
Factory.

Two Brick Machines and
Three Hand-Brick Yards.

There are VAST BEDS OF IRON ORE within a few miles North and
IMMENSE COAL FIELDS SOUTH

ACCESSIBLE BY RAILROADS NOW BEING RAPIDLY CONSTRUCTED.

By the 1st of January the Nashville & Florence Railroad will be completed, making three lines of railroad, and the river, thus opening up **VAST AREAS OF TIMBER, IRON ORE, COAL, Marble, Limestone, Kaolin, Fire-Clay,** and almost every kind of mineral and product.

THE LANDS IN THE SURROUNDING COUNTRY ARE FERTILE AND PRODUCTIVE.

All kinds of Grain, Grasses and Fruits grow to perfection. Springs and Water Courses are numerous, and grazing for Cattle is abundant for eight months of the year.

Pamphlets and maps furnished on application to

Florence Land, Mining & Manufacturing Company.

GADSDEN, ALA.

❖ *Reasons Why Capitalists and Manufacturers* ❖

SHOULD MAKE GADSDEN THE FIELD OF THEIR OPERATIONS.

GADSDEN is situated in the midst of the RICHEST MINERAL SECTION OF ALABAMA; is on the West bank of the Coosa River. This stream furnishes Cheap Transportation to the Coal Fields and Iron Veins and Beds that are found all along its banks.

The Sand Mountain, Lookout and Coosa Coal Fields are at our very doors. *This Coal Cokes equal to any Coal in the South.*

The immense forests that cover the mountain and plains, and all along the Coosa and along the five railroads

running to Gadsden, will for ages furnish as **CHEAP CHARCOAL AS CAN BE HAD ANYWHERE ON**

THE CONTINENT. Limestone is found all around the city,—so Gadsden has in as

great abundance, and at small cost, all descriptions of

➤ **Rich Iron Ores, Fine Coking Coals, best class Charcoal, and Limestone for the quarrying.** ◀

And, as an Iron center, no place in the favored State of Alabama can compare with Gadsden, when we consider our Ore and Fuel supply, our abundant Water, our unequalled Climate, **UNINTERRUPTED HEALTH and FINE TRANSPORTATION FACILITIES.** We have the most **INVITING FIELD** to all seeking locations, either for manufacturing iron in any of its varieties, or for investment in any other industries. Gadsden has to-day in successful operation the

LARGEST CHARCOAL FURNACE IN THE STATE,

Has **Four Large Saw Mills**, with annual output of twenty million feet of the finest long-leaf Yellow Pine Lumber, three large Planing Mills, one Foundry and Machine Shop, two Gin and Flouring Mills, large Furniture, Sash and Door Factory, two Metallic Paint Mills, Ice Factory, a splendid system of Water Works, 80 pounds pressure, large steam Brick Works, and in course of construction a 100-ton Coke Furnace, being built by the Gadsden, Alabama, Furnace Co.; has stock subscribed for an additional Charcoal Furnace, has a National Bank, Cotton Compress, large Cotton Warehouse, handling 15,000 bales cotton, and a magnificent agricultural country all around us.

➤ The Gadsden Land and Improvement Company ◀

OWNS 3,000 LOTS,

And invites capitalists and manufacturers to come to Gadsden and see its advantages, pledging themselves to donate to any manufactory locating here, and working twenty-five men or more, **GROUND UPON WHICH TO LOCATE PLANT**, accessible to railroad or river. *Our Railroads afford transportation facilities equal to any point in the South.*

The Rome & Decatur gives close connections with the East Tennessee, Virginia & Georgia and Louisville & Nashville systems, the Anniston & Cincinnati with East Tennessee, Virginia & Georgia and Richmond & Danville, also the Alabama Great Southern Railroad; the Tennessee & Coosa Railroad with Alabama Great Southern, also the Tennessee River at Gunterville and the Central Railroad, when built, from Casselton to Decatur, making us on the short line from Kansas City and the West to Atlanta and the South Atlantic Coast.

Lots are Sold on the Most Favorable Terms:

One-third CASH, balance in one and two years.

We have a population of over 4,000, good Schools, and Churches of all denominations; splendid system of Electric Lights, Telephone Communication over the city, also to Rome, Ga. Boats run regularly the year round on the Coosa, carrying U. S. mail and freights from this point to Rome, Ga., a distance by water of 154 miles.

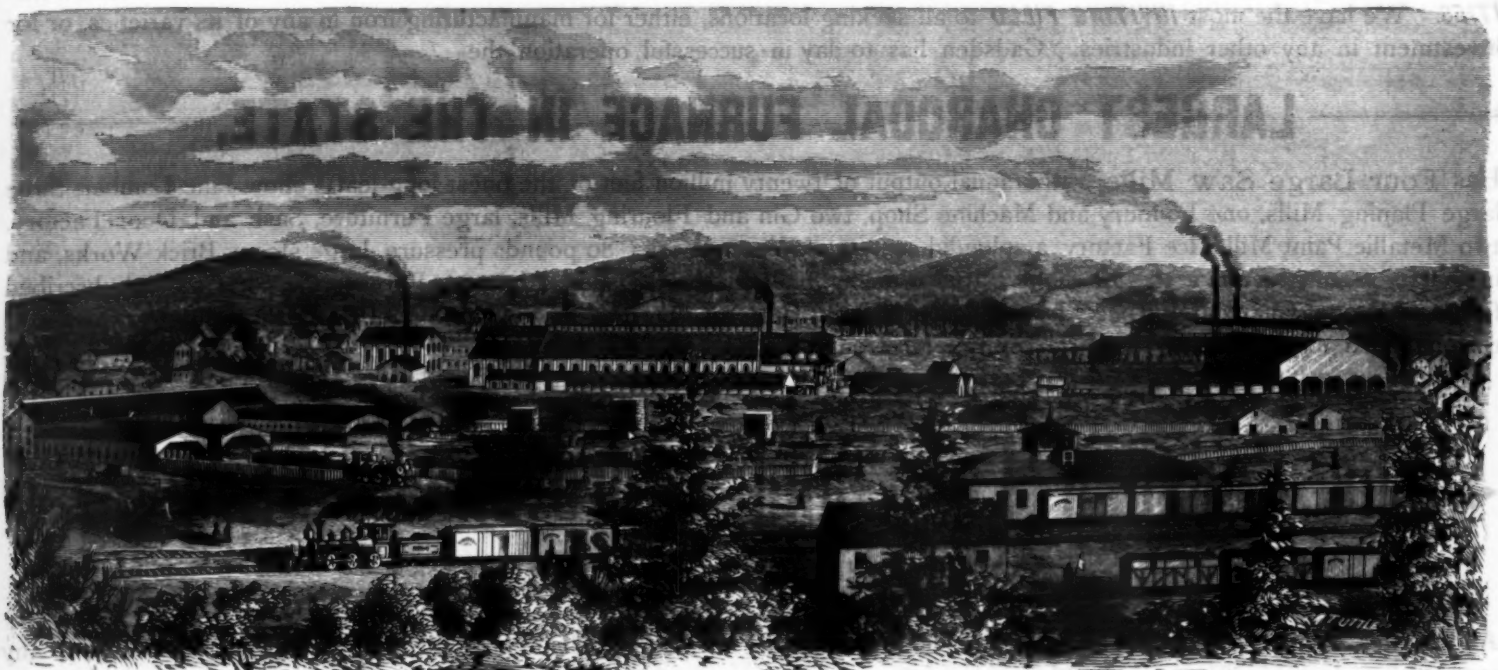
FOR FURTHER PARTICULARS, ADDRESS SECRETARY OF

The Gadsden Land and Improvement Co., ❖❖❖ Gadsden, Ala.

ANNISTON, ALA.

"The Model City of the South."

THERE is no healthier or more charming place of residence in America than Anniston; built on the slope of one of the highest of the chain of the Blue Ridge in Alabama, it commands scenery that is unapproachable in the State. Nature could not have formed a more beautiful place for man to build a city or given greater natural advantages. The natural drainage is most thorough and complete, while in addition the city is preparing a system of underground sewerage. *A more delightful and invigorating climate cannot be found anywhere: mild in winter, cool in summer, a thousand feet above the Gulf, with the high and broken chain, range after range in the east, Blue Mountain in the north, Coldwater Mountain in the southwest, make Anniston the coolest, healthiest and most attractive of any city in the South.* It has the richest agricultural country surrounding and tributary to it in the State, to support a manufacturing and mercantile population. The mountain sides will grow the grape and every kind of large and small fruit to perfection, and the valleys every product of diversified farming. *It is in the heart of the richest mineral district of the South, and commands the great fields of brown hematite ores on which the great and successful manufacture of iron must in the end depend for quality and profit in every branch of most skillful and best manufactures of iron and steel.* It has tributary to it the best and most extensive pine forests in North Alabama, that are reached by roads owned and controlled by Anniston citizens, while it has secured to its industries the very best coal mines and coking coal in Alabama. There is no city in America, in proportion to population, that has the manufactures of Anniston, or employs as many working men, or does a larger mercantile business. The industries already in full and profitable operation in Anniston are the **two Woodstock Furnaces** producing six hundred tons of Standard Car Wheel and Malleable Iron per week, and the **two Clifton Furnaces**, tributary to Anniston, producing nearly as much more. The **Car Works** are fully employed turning out forty cars per week, and are introducing new machinery and larger engines to increase their capacity to twenty cars per day. The **Rolling Mill and Car Wheel Foundry and Steam Forge** are among the largest in the South, of a capacity of two hundred wheels, a consumption of 120,000 pounds of metal per day, exclusive of the Rolling Mill and Steam Forge. These works are being enlarged to meet the increasing demands upon them. The **Cotton Factory** is one of the largest in the South, containing 11,700 spindles, and is running to its full capacity, while the foundry of **Murray & Stevenson**, and machine shop of **Pindar & Co.**, and planing mills of **Miller & Smith** and **Farrar & Co.** employ a large number of men and are crowded with work. The new industries that are now under way and provided for will within the next twelve months **Add Four Thousand Additional Working Men to Anniston's Population**. Two of the **Largest Iron Furnaces in the South**, capable of producing two thousand tons of iron per week, are progressing rapidly, and one of the **Largest and most complete Pipe Foundries in the world for the production of Gas and Water Pipe** is under construction,—it will employ nine hundred men.



CAR WORKS, ROLLING MILL AND BLAST FURNACES—ANNISTON

The **Steel Bloomery**, for the production of Steel Blooms, is nearly completed, and the **Fire-Brick Works of Taylor & Sons** are ready for operation. The **Ninety-Inch Morse Cotton Compress**, with its warehouses, will be ready to receive the coming crop. Forty thousand bales, it is estimated, will be secured to Anniston from the territory that its system of railroads have opened up. The completion of the **Anniston & Cincinnati Railroad** during the present year, that will be owned and controlled by Anniston's citizens, opens up new territory and forms a **New and Shorter Grand Trunk Line to Cincinnati and the great Northwest, and to the Southwest via New Orleans and Shreveport.**

It is only the profits of business and labor that can add to the wealth of a community, add to or maintain the value of real estate, and add to the prosperity of its people. Having this in view, every industry and business in Anniston is established on a *profitable* basis. All its merchants are doing a large and profitable business, far larger than they prepared for or anticipated; it is the same with the manufacturers, while *not a dollar of debt has been created*, either by issue of a bond or placing of a mortgage on any of its old or new industries, leaving their earnings free from fixed charges that must be paid in times of depression as well as of prosperity. *To the investor, either in business, manufacturing or real estate, nowhere else are presented opportunities as safe, secure and certain as at Anniston, or where they can rest on as healthy and solid foundation.* It has trunk line railroad communication with all parts of the United States, and freight rates with the most favored of Southern cities. Two lines of railroads are owned and controlled in the interest of Anniston by its own citizens. *It has the best system of Water Works, with the purest well water from three hundred feet below the surface, drawn from white quartz sand and gravel, and distributed through the city, with a pressure of 100 pounds to the inch, from a reservoir always full, protecting the city against fire and giving it the lowest rate of insurance.* *The city is practically free from debt, and taxation limited to one-half of one per cent.* *The means for education are the very best.* Public Schools of a high grade are provided. One of the finest and best institutes for Young Ladies has been opened, and a College for Boys and Young Men, to which a School of Technology and Chemical Assay Laboratory have been added, is now nearly completed, and the best of teachers and professors secured for both. There are Churches for all denominations, and Hotel Accommodations that are not surpassed in Europe or America. The **ANNISTON INN** provides the quiet and comfort of the most luxurious home. *The streets are wide, macadamized, and rolled hard and smooth for pleasant drives.* **STREET CARS AND DUMMY LINES** are being built to different parts of the city, and the **ELECTRIC LIGHT** service enlarged and improved, leaving nothing undone to promote the comfort of its citizens and maintain and increase the value of their property and profits of their business.

The **Anniston City Land Company**, or the **Bureau of Information**, will give any information desired when applied to, and invite all wishing a charming place in which to live, to do business or to make profitable investments, to visit

©ANNISTON.©

CONSTRUCTION DEPARTMENT

WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

ALABAMA.

Alpine.—The Nottingham Railroad & Improvement Co., previously reported as to extend their railroad, will extend it 20 miles to a point on the Columbus & Western Railroad. It will also be extended eastward 10 miles from Nottingham to the Anniston & Cincinnati Railroad. The company have built a gin.

Anniston.—The cracker factory referred to last week is to be started by R. B. Perkins.

Anniston.—Albertus Vogt and John A. Caldwell will form a company to develop slate quarries near Anniston and manufacture slate.

Anniston.—A company will probably be formed to build houses. If anything is accomplished the Anniston City Land Co. can give information.

Athens.—The commissioners' court have let the contract to build 2 iron bridges to the Decatur Iron Bridge & Construction Co., of Decatur. They will cost \$5,250.

Bessemer.—The Shillinger Brewing Co., of Birmingham, have been prospecting, it is said, with a view to building an ice factory.

Birmingham.—L. Fisher & Co., of Kansas City, Mo., have leased a site on which to build a soap factory. Have commenced work.

Birmingham.—The Belt & Highland Avenue Railroad Co. have nearly completed their roundhouse and machine and car shops, previously reported.

Birmingham.—C. J. Kiernan has established a steam laundry.

Birmingham.—The Sheffield & Birmingham Coal, Iron & Railroad Co. are, it is said, preparing to build 1,000 coke ovens.

Birmingham.—Bids for building a school will be received until November 1 by the mayor.

Birmingham.—The Board of Trustees of Howard College have decided to begin work at once on the main building. It will cost not less than \$30,000.

Birmingham.—Bids for erecting a building to cost about \$30,000 will be received by the Society of United Charities, Mrs. John C. Henley, president.

Birmingham.—The Elyton Land Co. are building the pin and tack factory reported last week. It will be two stories, 50x100 feet.

Birmingham.—Berry Tatum, of Montgomery, is prospecting with a view to erecting a steam laundry.

Birmingham.—Beggs Bros. & Co. will shortly erect a new and larger iron foundry.

Brewton.—It is reported that Mr. Ruggles will build a large lumber mill.

Chapman.—The Rocky Creek Lumber Co. will build another dry kiln.

Chickasaw.—It is reported that the Paducah, Chickasaw & Birmingham Railroad Co., lately reported as chartered at Birmingham by James Jackson and others, will establish a manufacturing town at Chickasaw.

Clanton.—J. W. Pritchett will start a rice mill.

Decatur.—The capital stock of the building and loan company reported last week as being formed to aid in the building of a large number of houses will be \$1,000,000. Frank Neal can give information.

Decatur.—The Decatur & South Mountain Mineral Belt Line, capital stock \$16,000, has been chartered.

Decatur.—Ohio parties are negotiating for a site for a large foundry and machine shops. The Decatur Land, Improvement & Furnace Co. can give particulars when anything is done.

Eufaula.—The Eufaula Water Co., previously reported, have recommenced work on their works. Will secure a supply of water from artesian wells.

Eutaw.—Henry W. Brodax will rebuild his gin, lately reported as burned.

Florence.—A steam laundry has lately been started by Charles Revell.

Florence.—The North Alabama Furnace, Foundry & Land Co., reported last week as to build 3 furnaces, have bought the McNabb furnace property.

Fort Payne.—A bank building is to be erected. The Fort Payne Land & Improvement Co. can give information.

Georgiana.—Eli Thorn has overhauled his grist mill and put in new boiler.

Huntsville.—Thomas Williams is purchasing machinery to establish a roller grist mill and a machine shop.

Jasper.—The name of the land company lately reported as to be chartered will be the Jasper Land & Improvement Co.

Leeds.—An iron foundry will probably be erected. The Leeds Land & Manufacturing Co. can give information.

Livingston.—It is rumored that a large hotel is to be erected. Dr. Randall can probably give information if anything is done.

Marion.—A system of water works and a steam laundry will be built at the Marion Military Institute.

Marshall County.—It is reported that a large tract of mineral lands on the Tennessee river has been purchased by a syndicate who propose to develop and locate extensive iron manufactories. Furnaces will probably be erected. Crane & Brodix, Decatur, can give information.

Mobile.—P. C. Hannan, Charles Farley and William Deegan have purchased the planing mill formerly owned by the Danner Land & Lumber Co.

Montgomery.—The Montgomery Gas Co. have put in some new machinery.

Montgomery.—W. Brewer will receive proposals until October 20 for surveying the projected railroad to Camden.

Oak Grove, (P. O., Chucula).—M. L. Davis is building a saw mill with a daily capacity of about 36,000 feet.

Sheffield.—W. O. Coleman has organized the Coleman Cotton Cleaner & Gin Co., capital stock \$100,000, and will erect the factory reported last week. Plans are being prepared for buildings and work will be commenced shortly.

Sheffield.—Mr. Morris will start a steam laundry.

Scottsboro.—There is talk of the Memphis & Charleston Railroad Co., (office, Memphis, Tenn.) building a railroad from Scottsboro to Birmingham.

Trussville.—One or more manufactories are being erected. The Trussville City Land Co. can give particulars.

Walker County.—The Bankhead, Pollock & Co. Lime & Coal Co. and the Marion Land & Coal Co. will develop coal lands.

Waterloo.—The name of the land and improvement company lately reported as being organized is the Waterloo Land, Mining & Manufacturing Co. George T. McWhorter is president; Hiram Richardson, vice-president; J. M. Allen, secretary; O. P. Tucker, treasurer, and George E. Noyes, general manager.

William's Station.—W. M. Carney is building another dry kiln.

ARKANSAS.

Bingen.—Smith & Lovells will rebuild their saw and grist mill, lately reported as burned.

Black Rock.—The Batesville & Brinkley Railroad Co. (office, Little Rock.) will extend their road to Black Rock, 25 miles.

Corning.—A saw mill has been erected near Corning. E. D. Estes can give particulars.

Fayetteville.—A broom factory has been started by T. A. Roach.

Fort Smith.—Negotiations are being made, it is said, for the erection of car works by Boston (Mass.) parties.

Helena.—The directors of Cotton Belt Levee District, No. 1, will advertise for bids for building 300,000 yards of leveeing.

Jacksonport.—The county court has appropriated \$3,000 for a bridge across Cache river, and \$1,000 for a bridge across a slough on west side of the White river.

Little Rock.—The Rose City Mining Co. has been incorporated with Charles F. Penzel, Samuel P. Miller, George W. Porter, Jr., George Reichardt and John B. Sibek as directors. Mr. Penzel is president. The authorized capital stock is \$3,000,000.

Little Rock.—The Pulaski Gas Co. contemplate, it is said, erecting an electric light plant.

Pine Bluff.—Jacob Thalman has the contract to build a two-story brick hotel for Rosenberg & Miller.

Pine Bluff.—The Pine Bluff & Swan Lake Railroad Co. will extend their railroad to Monroe, La.

Silver City.—The company lately reported as being organized to develop mines by Stephen E. Barron and others is the same as the Minnesota Mining Co., reported last week as chartered at Nashville, Tenn. The capital stock is \$150,000.

Texarkana.—The Kansas City Texarkana & Gulf Railway Co., capital stock \$4,000,000, has been chartered to build a railroad from Texarkana to Fort Smith, 180 miles. The directors are C. C. Donian, Charles E. Bramble, J. C. Weed, L. L. Keller and W. L. Whitaker.

FLORIDA.

Anthony.—Mr. Cutting has contracted to sink an artesian well for R. J. Kendrick.

Apalachicola.—It is reported that Munro & Co. will soon erect a planing mill.

De Funiak Springs.—The Methodists will build a \$5,000 church.

Fernandina.—L. D. Snook is negotiating for the erection of a Brush electric light plant.

Fernandina.—Gideon Palmer and associates have asked for permit to build a street railroad.

Jacksonville.—N. B. Broward has erected a saw and grist mill.

Jacksonville.—J. E. Merrill & Bro., lately mentioned as erecting a boiler and forge shop, have with others organized the Merrill-Stevens Engineering Co., capital stock \$50,000. A. D. Stevens is president; H. C. Pike, secretary, and W. L. Lamkin, treasurer.

Lake Charm.—The South Florida Railroad Co. (office Sanford.) will extend their road beyond Lake Charm.

Lake City.—Messrs. Miller, Storm, Oppenheimer and others have incorporated the Florida Tobacco Producing & Trading Co., capital stock \$100,000, to grow, sell and manufacture tobacco. They have bought a large amount of land to plant tobacco.

Ocala.—The Ocala Lime Co. are increasing their capacity to 150 barrels per day. They want to correspond with dealers in roller chains, &c.

Orlando.—The Orlando Foundry & Machine Works have purchased machinery to manufacture iron fences.

Orlando.—B. F. Kuhl, lately reported as to establish a candy factory, is purchasing machinery.

Osteen.—James R. Houston, of Osteen, and Benjamin Bradley, of Sanford, have purchased a saw mill at Maytown and will re-erect it at Osteen.

Pensacola.—The Pensacola Gulf Land & Development Co. will build a street railroad.

Pine Barren.—The McMillan Mill Co., reported last week as building a railroad, are erecting a new lumber mill on the Escambia river, with a daily capacity of about 50 M feet.

Sanford.—The Florida Land and Colonization Co., previously reported as improving water works, are now purchasing machinery.

Starke.—Irving Johns has erected a grist mill.

Starke.—L. C. Hull has erected some new brick machinery.

St. Augustine.—A bottling establishment is to be started.

Tampa.—The city will probably build an iron bridge.

Tavares.—Alexander St. Clair-Abrams is working up a \$2,500,000 company to develop South Florida lands. Among other things the company will, if formed, complete the Tavares, Apopka & Gulf Railroad and branches; build a railroad westward from Tavares, and one southward, probably to Tampa.

Woodbridge.—A wood-working factory is to be erected soon.

Woodbridge.—The Woodbridge Manufacturing & Investment Co. has been formed to succeed the South Florida Ice Co.

GEORGIA.

Atlanta.—The Castle Rock Coal Co. will increase their capital stock from \$48,000 to \$200,000.

Atlanta.—S. J. Morrow has lately started the manufacture of a disinfectant at 104 Peachtree street.

Atlanta.—Ira Mowery of Jacksonville, Fla., and W. S. Crane, of Rome, Ga., are forming a company to manufacture gas machines.

Atlanta.—The bills previously reported as introduced in the legislature to incorporate the Hawkinsville & Dublin Railroad and the Turtle & Altamaha Rivers Canal Co. have become laws.

Atlanta.—The Gate City Art Stained Glass Co. have lately started works at 118 Peachtree street.

Augusta.—A. H. Davidson, city engineer, will receive proposals until October 17 for building a new wharf and warehouse.

Augusta.—The Algernon Mills (cotton) have erected a one-story building 35x115 feet to be used for office, dyeing and storage purposes.

Augusta.—J. H. Lowrey has lately put a new engine and other machinery in his wagon factory.

Augusta.—The Augusta Gas Light Co. are putting in machinery to double the capacity of their works.

Barnesville.—A stock company will be formed to build the ice factory reported last week. The capacity will be 5 tons daily. Machinery will be wanted. President of Barnesville Manufacturing & Improvement Association can give particulars.

Cartersville.—John W. Akin and others have incorporated the Central Co., capital stock \$10,000. The company is privileged to develop mines, engage in manufacturing, &c.

Columbus.—T. E. Blanchard, Amory Dexter, E. H. Jenkins and others have asked for permit to erect an electric light and power plant.

Conyers.—A company has been formed to sink a shaft and test a gold mine on the land of Dr. Twigg.

Dahlonega.—It is rumored that operations will be resumed at the "Preacher" mine.

Dahlonega.—J. L. Wallace has leased and will develop the Dry Hollow gold mine near Dahlonega. Has erected a stamp mill.

Fort Gaines.—Mr. Brown will develop a coal mine in Clay county. W. J. Greene, Fort Gaines, can give information.

Gainesville.—R. E. Greene and others have purchased a site to erect a hotel to cost \$200,000.

Gainesville.—D. M. Stringer has commenced work on a \$30,000 opera house.

Griffin.—A planing mill is being erected by Carter & Shattuc.

Harmony Grove.—There is talk of a cotton compress being erected.

Macon.—Stevens Bros. will move their pottery to Macon.

Macon.—C. C. Stratton is enlarging his brick works. The capacity will be increased from 100,000 to 200,000 per day.

Macon.—Western parties are negotiating for the establishment of a brewery.

Macon.—The Perry Manufacturing Co., of Perry, will, it is stated, move their curry comb factory to Macon.

Macon.—W. A. Jeter, of Brunswick; J. S. Schofield, Alonzo D. Schofield, A. E. Boardman, J. W. Wilcox and James H. Campbell, of Macon, have chartered the Jeter & Boardman Water & Gas Association, capital stock \$50,000, to build and operate gas works, water works and electric light plants.

Normandale.—The Normandale Lumber Co., lately reported as formed, will, it is stated, build a saw mill with a capacity of 50 M feet daily.

Rome.—J. D. Williamson, president Rome & Carrollton Construction Co., is advertising for bids for building 100 miles of the Chattanooga, Rome & Columbus Railroad from 20 miles south of Chattanooga, Tenn., to near Rome, and from Cedartown into Carroll county.

Sandersville.—The Augusta, Gibson & Sandersville Railroad Co. will extend their railroad from Sandersville to St. Andrews Bay, Fla.

Savannah.—The capital stock of the Savannah Cold Storage & Ice Manufacturing Co., reported last week, is \$50,000. The corporators are A. Leffler, Edward Lovell, H. A. Palmer, Rufus H. Lester, H. H. Hull, J. H. Estill and others.

Tallapoosa.—The Tallapoosa Land, Mining & Manufacturing Co., previously reported, state that they will build within three years a woolen mill, a plaid mill, a cotton mill for sheetings, blast furnaces, furniture factory and other manufacturing.

Waynesboro.—The Waynesboro oil mill will rebuild next summer their ginnyery reported last week as burned.

West Point.—A chair factory is to be started.

KENTUCKY.

Ashland.—Louis A. Lenard, A. C. Sands, Harvey Armstrong and Peter J. Jester have incorporated the California & Southern Land Trust, to buy and sell land, develop mines, &c. The authorized capital stock is \$500,000.

Ashland.—The White House Cannel Coal Co., lately reported, have organized with John Carlisle, of Cincinnati, O., as president, and Jay H. Northup, secretary and treasurer. They are now building a railroad to their mines and expect to be shipping by November 1.

Bowling Green.—The city council have decided to erect an electric light plant. The mayor can give information.

Brandenburg.—R. M. True has lately purchased some roller flour mill machinery.

Breathitt County.—It is reported that 68,000 acres of coal lands have been bought by parties who will develop, build railroads, &c.

Clinton.—Galbraith & Johnson have ordered some new machinery for their flour mill.

Dot.—Roller machinery will be put in the flour mill of Mason & Orndorff.

Frankfort.—J. T. Skeldon is organizing the company to establish the tobacco factory reported last week. The capital stock will be \$30,000 if that amount can be secured.

Hartford.—The flour mill of John R. Phipps & Co. has been refitted with roller machinery. The capacity is 100 barrels per day.

Henderson.—A new mill is being erected by Webster Cate.

Lexington.—The report last week that a stock company has been formed to build a flour mill is incorrect.

Lexington.—The Lexington Roller Mills contemplate increasing their capacity from 250 to 500 barrels daily. They have received estimates.

Louisville.—J. G. McAwee, of Grand Rapids, Mich., contemplates erecting a large wood-working factory.

Louisville.—The Falls City Lithograph & Job Printing Co. have increased their capital stock \$10,000.

Louisville.—The Beach Woods Gas & Mining Co., capital stock \$100,000, has been incorporated by S. Goldbach, L. F. Warder, B. A. Burt, Jacob Fry and C. W. Prathers.

Maysville.—Mr. Rogers is removing his distillery to another location.

Moransburg.—Mr. McNutt will erect a steam grist mill near Moransburg.

Owensboro.—The Louisville, New Orleans & Texas Railroad Co. (office, Memphis, Tenn.) have purchased a site for passenger and freight depots.

Williamsburg.—F. M. Brightman & Son, of Hillsdale, Mich., are, it is said, preparing to build a large furniture factory.

Winchester.—Jones & Gay have lately started a hemp harkling establishment.

LOUISIANA.

New Orleans.—Alexander K. Finley and J. W. Lehman have purchased machinery to start a drug and chemical manufactory on Tchoupitoulas street.

New Orleans.—I. L. Lyon & Co. will erect a large new building corner of Camp and Gravier streets.

New Orleans.—The name of the company previously reported as being organized to manufacture fire and burglar proof safes, vaults, locks, &c., is the New Orleans Safe & Lock Co. The directors are H. Dudley Coleman (president), G. H. W. Timbrell, A. Roy, W. T. Coats, Leonard Neff, E. Maduel and E. A. Palfrey. The capital stock is \$40,000.

New Orleans.—The Lubricating Oil Co., capital stock \$1,000,000, has been chartered to prospect for and mine petroleum, coal and other minerals, &c. The directors are Nathaniel D. Wallace, John C. Febiger, Jr., Caleb D. Barker, Joseph D. Taylor, Thomas B. Lee and others.

New Orleans.—The Louisiana Ice Co will issue \$60,000 of bonds and put their factory in operation.

New Orleans.—William Zetzmann will, it is stated, build a soap factory.

Shreveport.—James W. Gleaves, of Paducah, Ky., reported last week as contemplating starting a furniture factory, writes us that he will not start it at present.

Shreveport.—The school board will erect a new school building.

Tallulah.—J. H. Bowmar, G. C. Waddill, W. Waddill and others have formed the Waverly Land Co., capital stock \$200,000, to improve lands, engage in manufacturing, build railroads, &c.

MARYLAND.

Baltimore.—The Northern Central Railroad Co. will build a freight depot on Chase street near the Union Railroad.

Baltimore.—The Baxter Electric Motor & Manufacturing Co., previously reported, have purchased 10 acres of land near Biddle and Wolfe streets on which to build large new works.

Cumberland.—The contract to furnish heating apparatus for the new insane asylum, previously reported, has been awarded to the Kelly & Jones Co., of Pittsburgh, Pa., at \$4,417. Landwehr & Glick, Cumberland, were awarded the contract to erect the boiler and pump-house.

Germantown.—W. Holly has lately purchased machinery for a mill.

Mechanicstown.—John Rouzer has purchased some new machinery for his tannery.

Poolesville.—A creamery has been erected at a cost of \$3,000.

Poolesville.—A corn mill and saw mill are being erected near Poolesville by Isaac Staub.

Washington, D. C.—An addition will be built to Providence Hospital to cost \$17,000.

Washington, D. C.—W. W. McCullough will erect 15 brick dwellings at a cost of \$10,000.

Washington, D. C.—M. G. Lane, previously reported as to erect a large "flat" building corner New Jersey avenue and B street, N. W., has taken out a permit for a building to cost \$97,000.

Washington, D. C.—D. H. Hazen will erect four brick houses on C street, S. W., to cost \$6,000.

Washington, D. C.—The Public Opinion Co., capital stock \$30,000, has been incorporated to publish a paper.

MISSISSIPPI.

Aberdeen.—A warehouse 50x200 feet will be built by Lann & Cather.

Canton.—An artesian well will be bored. The mayor can probably give information.

Columbus.—The school commissioners will receive bids until October 31 for erecting a three-story brick school building.

Louisville.—The board of supervisors, John F. Sharp clerk, will receive proposals for building a courthouse until November 7.

Macon.—The Presbyterians contemplate building a new church.

Meridian.—The Meridian Land & Development Co., reported last week, has a capital stock of \$500,000, and not \$50,000 as stated.

Meridian.—Dunn Bros., of Birmingham, Ala., have been awarded the contract to grade the Warrior Coal Fields Railroad from Meridian, Miss., to Gainesville, Ala., 56 miles.

Moss Point.—The Pascagoula Lumber Co. have erected two large dry kilns.

Moss Point.—George W. Robinson & Co. are building two dry kilns, each with a daily capacity of 100 M feet.

Oxford.—The contract for the plumbing of the courthouse and postoffice has been let to Crook, Horner & Co., of Baltimore, Md., at \$2,140.

Port Gibson.—The Port Gibson cotton mill, E. S. Drake president, will be put in operation as soon as a superintendent can be secured. Correspondence with manufacturers of slathers, belting, &c., is desired.

NORTH CAROLINA.

Bayboro.—Miller & Hooker are repairing their mill and putting in a new boiler.

Blue's Crossing.—A. T. Page, of Blue's Crossing; D. A. McDonald, Carthage, and J. M. Graham, Jackson Springs, will build a railroad from Blue's Crossing to Troy.

Concord.—The Concord Electric Light Co. will, it is stated, be organized to erect the plant lately mentioned. The capital stock will be probably \$10,000. W. R. Odell can probably give information.

Concord.—There is talk of a company being formed to manufacture clothing.

Conover.—Efforts are being made to form a \$10,000 stock company to erect a bucket factory. W. G. Means can give information.

Fayetteville.—A party has been prospecting with a view to building a cotton mill. Mr. Lee can give information when anything is done.

Fayetteville.—Mark Morgan, of Laurel Hill, lately reported as contemplating erecting a cotton factory, has bought the machinery of the cotton factory formerly operated by H. G. Hall, and will move it to Fayetteville. He will soon begin building a dam.

Greensboro.—It is reported that a site of about 12 acres has been purchased by parties who contemplate building a cotton mill.

Hendersonville.—Water works are projected.

Hudson.—J. G. Adderholt has purchased machinery to start a sash and blind factory.

Kinston.—A. Harvey is rebuilding his turpentine distillery, lately reported as burned.

Madison.—The Cape Fear & Yadkin Valley Railroad Co. will build a branch road from Stokesdale to Madison, 11 1/2 miles, and have let the contract for the grading.

Montgomery County.—Two large crushers, ore feeders and nine concentrators have been ordered for the Russell Gold Mine.

Murfreesboro.—A sash and blind factory is reported to be built.

Oxford.—A planing mill and one or more leaf tobacco factories will probably be erected soon.

Pamlico.—The Pamlico Lumber Co. are arranging to build a railroad.

Raleigh.—The Methodists will erect a new church corner of Person and Morgan streets to cost \$15,000.

Stanly County.—A gold mine is being opened on the Forrest property. Three shafts will be sunk 50 feet.

Statesville.—A cotton factory is projected.

Summerfield.—A tannery will probably be erected.

Troy.—The contract to build the courthouse, previously reported, has been let to William Carter at \$5,750. The building will be of brick, two stories, 40x60 feet.

Washington.—E. M. Short & Co. will rebuild their saw and planing mill reported in this issue as burned.

SOUTH CAROLINA.

Aiken.—The Aiken Mining & Porcelain Manufacturing Co., capital stock \$50,000, has been chartered to mine, sell and manufacture kaolin, &c., by P. A. Emanuel and J. A. Murray.

Bath (P. O. Langley).—The Hill-Johnson Manufacturing Co. will shortly increase the capacity of their paper mill to 7 tons per day. Later on they contemplate putting in machinery to manufacture book paper.

Blackville.—The Blackville & Newberry Railroad Co. will soon develop a kaolin mine.

Charleston.—The King Street & Cross-town Railway Co. will soon organize and begin work on their street railroad. F. L. M. Hugb is interested.

Chester.—John Bratton is opening a gold mine.

Columbia.—The Southern Cotton Oil Co. have erected electric light machinery at their oil mill.

Florence.—Hodges & Newton have lately started a planing and grist mill.

Florence.—Z. T. Kershaw has rebuilt his gin reported in this issue as burned.

Killian's.—M. R. Killian is rebuilding his turpentine distillery reported in this issue as burned.

Lane's.—Weiling & Reeves will at once rebuild their saw mill reported in this issue as burned.

Langley.—The Red Bank Manufacturing Co. (cotton) have ordered machinery to manufacture gingham. Will erect a new building.

TENNESSEE.

Chattanooga.—J. H. Parker, P. R. Albert, W. J. Willingham, W. H. Converse and Xenophon Wheeler have chartered the Emory Coal & Railway Co. to develop coal, iron ore and other mines, erect foundries, furnaces, rolling mills, &c. The company will have, it is said, a capital stock of \$1,000,000.

Chattanooga.—John Hendra will rebuild his brass foundry reported in this issue as burned.

Chattanooga.—Charles Delf contemplates starting a mattress factory.

Chattanooga.—There are prospects of a company being formed to build an electrical street railroad.

Chattanooga.—It is probable that a lumber mill will be moved to Chattanooga from Western Tennessee. John R. Dean & Co. can give particulars if anything is done.

Chattanooga.—Georgia parties are negotiating for a site to erect a factory for manufacturing building materials. John R. Dean & Co. can probably give information.

Chattanooga.—The Chattanooga Car Co. are overhauling the machinery of their wood-working department.

Chattanooga.—The school committee have adopted plans for the school building previously reported. It will cost about \$25,000.

Clarksville.—Benjamin F. McKeage will establish a tobacco stemmy.

Coal Creek.—E. R. Chapman, of New York, has purchased the 1½-mile railroad of the Coal Creek Coal Co., and will, it is stated, extend it to open up coal mines. A. A. Arthur, Knoxville, can probably give information.

Johnson City.—Mr. Cagle will start the manufacturing of bed springs.

Johnson City.—The report that the Charlotte Water Works Co., of Charlotte, N. C., would build water works is incorrect. Parties in Charlotte contemplate building the works.

Knoxville.—The name of the company lately mentioned as formed to develop marble quarries is the Lebanon Marble Co.

Knoxville.—The contract to build 20 miles of the Powell's Valley Railroad, lately reported, has been let to McDonald, Shea, Dunavant & Co.

Memphis.—A \$100,000 stock company is being formed to establish a telephone exchange.

Memphis.—Ashford & Brusfield and R. J. Hoshov have each started a steam laundry recently.

Memphis.—Williams & Co. will build a new planing mill. They are improving their present mill.

Memphis.—Bell & Hunter are erecting a band saw mill and have erected a planing mill.

Memphis.—Cochran & Co. will make extensive improvements in their saw mill.

Nashville.—E. C. Scruggs, Will M. Long, W. C. McCann, John W. Hunter, Jr., and C. W. Beble have incorporated the Nash-

ville Building Co. to improve land, build houses, &c.

Nashville.—Levi Langham has enlarged his saw mill.

Pulaski.—J. B. Stacy and others will organize the company to erect the steam laundry reported last week. It will cost \$3,000. Plans are being prepared for a building.

Shelbyville.—Wilhoite & Landers are building a two-story addition to their wagon factory and will put in planing machinery.

St. Joseph.—A \$250,000 stock company has been formed to lay out the new town near St. Joseph, lately reported. It will be called Iron City. The company have bought 854 acres of land. The Shoal Creek Iron Co. can probably give particulars.

TEXAS.

Austin.—The Board of Trade, Eugene Bremond, president, contemplate erecting a fine building.

Austin.—Sylvester Watts and associates have lately asked for permit to build water, gas and electric light works.

Bells.—W. P. Alexander & Co., of Farmersville, contemplate erecting a roller flour mill.

Canadian.—Mr. Blair is building the hotel lately reported.

Coleman.—The Harrison Mining Co., of Shreveport, La., are leasing oil lands in Coleman and Brown counties.

Corsicana.—The commissioners have decided to locate the State Orphan Asylum at Corsicana.

Galveston.—Miller & Ayers and others will erect a corrugated iron warehouse.

Galveston.—The Galveston City Street Railroad Co. have bought out the Gulf City Railway Co. and will rebuild the latter company's track.

Galveston.—The contract to dredge the Galveston harbor has been awarded to George C. Fobes, of Mobile, Ala.

Granbury.—The Fort Worth & Rio Grande Railroad Co. will develop a granite quarry. D. T. Crockett can give information.

Hackberry.—The Hackberry Alliance Ginning Co., capital stock \$5,000, has, it is stated, been incorporated.

Longview.—The Texas Construction Co. has been formed in New York to build the Texas, Sabine Valley & Northwestern Railroad, reported this week. R. J. Evans is superintendent.

Longview.—The incorporators of the Texas, Sabine Valley & Northwestern Railway Co., reported last week, are F. M. Larcher and N. S. Easton, of New York; James M. Oberly, Andrew S. Taylor, Richard and J. Evans, of Longview, and others.

Lone Oak.—The Farmers' Alliance will probably build a roller flour mill. W. H. Stilwell, secretary, can give information when anything is done.

Marshall.—The name of the association reported last week as to raise money to be invested in manufacturing is the Harrison County Manufacturing Association. The capital stock is to be \$100,000.

Marshall.—McKeil & Johnson have purchased machinery to start a wood-working factory.

Queen City.—The Queen City Lumber Co. will rebuild their dry kilns reported last week as burned. Are building a large shed 92x150 feet.

Tyler.—There is talk of a cotton factory being erected. Bonner & Bonner can give information.

Tyler.—The contract for the interior finish of the courthouse has been let to J. Myers & Son, of Palestine, at \$10,300.

Weatherford.—The Weatherford Water, Ice & Light Co., capital stock \$50,000, has been incorporated by R. W. Kindel, R. F. Starr, S. Newmeyer, D. C. Haynes, R. R. Coleman, Henry Warrell and Boyd Porter.

Waco.—The contract for the interior finish of the courthouse has been awarded to John O'Connor, of Buffalo, N. Y., at \$13,500.

Waco.—The Waco Town Co., capital stock \$50,000, has been chartered.

VIRGINIA.

Chincoteague Island.—A factory for manufacturing porpoise oil is projected.

Madison Mills.—T. O. Gillain & Co. contemplate erecting a roller flour mill early this fall and want information as to machinery.

Manchester.—Ferris & Holladay, of Jersey City, N. J., have made a proposition to build water works. The finance committee are considering erecting a water tower with 500,000 gallons capacity.

Manchester.—The Manchester Paper Mills are being repaired.

Norfolk.—There is talk of the Norfolk & Western Railroad Co. (office, Roanoke,) and others building a cable road to Lambert's Point.

Pocahontas.—Operations will probably be resumed at the "West" coal mine soon.

Pulaski City.—W. C. Kelly will build to houses for the Swansea Land Co.

Roanoke.—A. Z. Koener & others, previously reported as to develop gold mines in Floyd county, have organized the Roanoke Gold Mining Co., capital stock \$500,000. Mr. Koener is president; T. J. Shickles, vice-president, and M. C. Thomas, treasurer.

Suffolk.—Bradshaw, Gum & Co. have incorporated as the Holy Neck Lumber & Transportation Co., and contemplate erecting another saw mill within three months.

Suffolk.—The Gay Manufacturing Co. will build a lumber mill.

Trapp.—A mill is being erected.

WEST VIRGINIA.

Belleville.—The Belleville Mill Co. have lately purchased machinery for a full roller mill.

Brookside.—William Frush will erect a flour mill and has contracted for machinery.

Buckhannon.—The Methodists will build a seminary.

Buckhannon.—A. G. Giffen has contracted for refitting his flour mill with roller machinery.

Charleston.—The Charleston Water Works Co. are building a filtering basin, 25x50 feet.

Charleston.—The Pittsburg-Kanawha Gas Co., previously reported, have asked for permit to lay pipe through the city.

Charleston.—It is proposed to form a stock company to bore for gas in or within ½ mile of Charleston.

Charleston.—W. W. Branch, of Parkersburg, contemplates starting a veneer factory.

Charleston.—The wood-working factory reported last week is to be built by Henry Dilcher, of Pomeroy, O. He will manufacture sash, doors, building materials, &c.

Echo.—O. A. and W. F. Thayer have purchased \$40,000 of coal lands, which will be developed.

Elizabeth.—The West Virginia Transcript Publishing Co., capital stock \$3,000, has been chartered by D. C. Casto, J. P. Saunders, W. E. Hall and others.

Glenville.—The Glenville & Weston Telephone Co., capital stock \$10,000, has been chartered by S. B. Brown, John S. Brannon, W. I. Wiant and others.

Graysville.—L. F. Gray & Son contemplate putting roller machinery in their flour mill.

Wellsburg.—The Wellsburg & State Line Railroad Co., previously reported, have organized with S. George as president; A. B. Paull, secretary, and David Brown, treasurer.

Wheeling.—The Wheeling China Co., lately reported, have let the contract for the brick work of their buildings to the Wheel-

ing Mining & Manufacturing Co. Have contracted for machinery.

Wheeling.—J. K. Bottsford, Thomas P. Shalcross, P. Kennedy and C. M. Frissell, of Wheeling; J. M. Cooper, Wellsburg, and others, have incorporated the United States Oil Co. to develop oil and gas lands, refine petroleum, &c. The capital stock is limited to \$100,000.

BURNED.

Baltimore, Md.—The factory of the Maryland Oakum Co., corner Cross and Race streets; loss on machinery \$7,000.

Baltimore, Md.—The soap factory of Blome & Weinstein.

Bridgewater, N. C.—The dry kiln of Robert Powell.

Chattanooga, Tenn.—The brass foundry of John Hendra. Will be rebuilt.

Chauncey, Ga.—The dry kilns of A. B. Steel.

Concord, Fla.—The saw mill and gin of James J. Higdon, six miles from Concord.

Culleoka, Tenn.—The saw mill and gin of John L. Wilkes, near Culleoka; loss \$5,000.

Enochville, N. C.—The flouring mill and planing mill of Plaster & Lipe; loss \$7,000.

Hartwell, Ga.—The Hartwell Steam Flouring, Grist & Planing Mills; loss \$3,000.

Hawthorn, Fla.—The mill of A. Monroes.

Huntington, W. Va.—The steam saw mill of J. H. Page & Co.; loss \$10,000.

Killian's, S. C.—The turpentine distillery of M. R. Killian. Is being rebuilt.

Lane's, S. C.—The saw mill of Weiling & Reeves. Will be rebuilt.

Louisburg, N. C.—The distillery of S. Peace.

Louisville, Ky.—The picker-room of the Kentucky Woolen Mill damaged \$2,000 by fire.

Millview, Fla.—The saw mill of J. K. Clarke & Co., of Savannah, Ga.; loss \$18,000.

Raymond, Miss.—The steam grist mill and gin of George H. Pierson.

Raymond, Miss.—The mill and gin of Mr. Pierson.

Reidsville, N. C.—The saw mill of J. H. Walker & Co.; loss \$20,000.

Sulphur, Ky.—The flour mill of J. W. Gividen; loss \$7,000.

Sunset, Texas.—The mill and gin of Perkins & Degarmo; loss \$3,000.

Tampa, Fla.—The Tampa Steam Laundry.

Waco, Texas.—The compress of the Brazos Compress Co. damaged \$8,000 by the breaking of the platten.

Washington, N. C.—The saw and planing mill of E. M. Short; loss \$12,000. Will be rebuilt.

The gins of Daniel Day, Gordon, Ga.; Z. T. Kershaw, Florence, S. C.; Robert A. Brinn, near Hertford, N. C.; L. Pierce, Sparta, Ga.; Grant D. Perry, near Madison, Ga.; loss \$2,500; P. M. Timmons, Marion, S. C.; Mrs. Rebecca Fort, Franklinton, N. C.; E. H. Holloway, 5 miles from Lenoire, Ark.; J. L. Jarnias, Richmond, Texas; J. W. Wilson, Andersonville, Texas; J. L. Darwin, 8 miles from Cooper, Texas; R. L. McKellar, 9 miles from Shreveport, La.; John Kaffe & Son (of New Orleans, La.), near Lake Washington, Miss.; Judge Merriweather, in Wilkes county, Ga.; August Fairley, 4 miles from Laurinburg, N. C.; Lovick Pearce, Hancock county, Ga.; German Calver, Hancock county, Ga.; B. F. Gleason, 4 miles from Hico, Texas, and Captain Hendricks, Carleton, Texas, have been burned.

MONTGOMERY, ALA., Oct. 7, 1887.

Editor Manufacturers' Record:

I contemplate erecting two large storerooms in Birmingham, Ala.

W. H. GRAVES.

To Build New Water Works.

CHARLOTTE, N. C., Oct. 6, 1887.

Editor Manufacturers' Record:

The city has annulled contract with water works company here, and instructed committee to solicit bids for constructing new water works. Would be pleased to be put in communication upon the subject.

F. B. McDOWELL.

A Cotton Compress.

SHEFFIELD, ALA., Oct. 4, 1887.

Editor Manufacturers' Record:

A company has been formed called the Sheffield Compress Co., and have contracted for a 90-inch Morse compress, to be erected in 60 days. The contract is made with S. B. Steers & Co., New Orleans, La.

SHEFFIELD COMPRESS CO.

Electric Light Plant.

FLORENCE, ALA., Oct. 6, 1887.

Editor Manufacturers' Record:

A Jenney electric light plant is now being put up. Light will be put on 1st November.

W.

Cotton Mill to be Put in Operation.

PORT GIBSON, MISS., Oct. 7, 1887.

Editor Manufacturers' Record:

Port Gibson Cotton Mills expect to begin operations as soon as a suitable man can be had for superintendent. Would like to correspond with suitable men. Prefer a man willing to work for a reasonable salary and a per cent. of profits in addition. Also with responsible manufacturers or importers of slathers, belting, &c. Capacity of mill is 112 36-inch looms; about 4,000 spindles; paid up stock \$65,000; value of plant \$80,000.

E. S. DRAKE, Pres.

LOUISVILLE, KY., Oct. 6, 1887.

Editor Manufacturers' Record:

We bought the H. Milton Packing House and are now putting it in thorough repair. When completed can easily handle 100,000 hogs during November and December. Railroad runs along our buildings and through our hog pens, thus enabling us to handle both meats and live stock at small cost.

F. LEIB & SONS.

Will Erect a Saw Mill.

SUFFOLK, VA., Oct. 10, 1887.

Editor Manufacturers' Record:

We have incorporated the firm of Bradshaw, Gum & Co. into a corporation known as below. We expect to erect another saw mill within the next three months.

HOLY NECK LUMBER & TRANSPORTATION CO.

Will Rebuild Mill.

BINGEN, ARK., Oct. 7, 1887.

Editor Manufacturers' Record:

We will rebuild our saw and grist mill.

SMITH & LOVELIS.

LEXINGTON, KY., Oct. 7, 1887.

Editor Manufacturers' Record:

The Lexington Roller Mills are talking of increasing their capacity from 250 to 500 barrels per day, and they have been getting estimates for that purpose.

N. T. DUNAN.

GAINESVILLE, TEXAS, Oct. 7, 1887.

Editor Manufacturers' Record:

Our Farmers' Alliance is very strongly agitating the building of a mill and elevator, together with several other enterprises in this county, and in all probability with success. If the business men of our city will co-operate, it will certainly be built.

J. B. KING, Sec'y.

Erecting Saw and Planing Mill.

MEMPHIS, TENN., Oct. 8, 1887.

Editor Manufacturers' Record:

Mr. Hunter and I are operating a circular saw mill of 35,000 feet daily capacity some 90 miles south of this city. I am personally now erecting a planing mill and band mill for sawing logs. Mr. Hunter is not concerned in this enterprise, which is located at Memphis, Tenn. W. C. BELL.

Increasing Capacity.

OCALA, FLA., Oct. 7, 1887.

Editor Manufacturers' Record:

This enterprise was begun in February of this year, and we have lately increased our capital, and we are now increasing our capacity to 150 barrels per day. We want some good inexpensive elevating machinery. Can you put us in communication with parties dealing in roller chain, &c., &c., at some Southern point.

THE OCALA LIME CO.

NEWPORT NEWS, VA., Oct. 7, 1887.

Editor Manufacturers' Record:

A dry dock of large capacity is being erected at Newport News. It will soon be completed. Parties have purchased a site adjacent for ship building and repairing, and, I understand, are to construct iron shops and machinery on the ground. They are spoken well of, but the advantages of the spot for this industry are so conspicuous, that if they do not take hold promptly some one else will.

R. T. C.

CHASE CITY, VA., Oct. 8, 1887.

Editor Manufacturers' Record:

This pleasant and healthfully located village, situated 90 miles south of west from Richmond on the Richmond & Mecklenburg Railroad, in Mecklenburg county, is a thriving town of about 500 inhabitants, who are proverbial for their energy, enterprise, hospitality and morality. Previous to the completion of the railroad to this point, three years ago, there were only about 100 inhabitants and four or five stores. Now there are 13 stores, 3 tobacco warehouses, which handled about 2 1/2 millions pounds of tobacco last year, 1 smoking tobacco factory, 1 wagon factory, 1 newspaper, the Clipper, a weekly, handsomely printed, with a good circulation and constantly increasing, 1 livery stable, 2 white schools, one public and one private, with about 90 scholars, and 1 colored, 5 churches, Baptist, Methodist, Episcopal and Presbyterian, 2 hotels, one known as the Mineral, from its fine mineral water well, which has in the last two or three years gained an enviable reputation as a specific for the cure of dyspepsia, kidney affection, torpid liver, nervous debility, &c. About one million pounds sumac was handled here the past season. There is one bank, with a good line of deposits, but more capital is needed for the growing business of the place. No better point could be found for the manufacture of tobacco, as we have both the fine sun-cured filler and bright wrapper, together with cheap labor. Several new buildings are now being erected and many others soon.

A contract has been entered into with a New York syndicate to construct 16 miles of the Durham, Blue Wing & Clarksville Railroad by the 1st of June next, from Clarksville, Va., to the Blue Wing Copper Mines, N. C. Should the people of Durham and those along the line give that aid which is confidently expected the road will be pushed through to completion by June, 1889. Two new veins of rich copper ore have recently been discovered at Blue Wing, making 25 in all that have been uncovered of from two to nine feet thickness. This is doubtless one of the richest copper regions of this country. Several parties have invested in the last few months, with a view to working the mines extensively on the completion of the road to that place.

B. W. S. HOLZ.

Information About the South

THE marvelous mineral and timber wealth of the Southern States, their unrivalled capabilities as a manufacturing area, and the astonishing progress they are making in developing their natural resources and in utilizing their facilities for manufacture, are attracting the attention of the whole world. The extent of these resources and advantages is so fully and carefully set forth, and the progress of this development so faithfully chronicled from week to week in the **MANUFACTURERS' RECORD**, that it is now accepted everywhere as unquestioned authority on Southern affairs, and its statistics and statements are drawn upon by almost every writer or speaker on any Southern topic.

Its weekly issues constitute an authentic history of the industrial progress of the Southern States. It furnishes every week a vast variety of information on Southern affairs that can be gained from no other source. It discusses in its editorial columns and in its correspondence every topic of Southern interest. It presents the resources and development of the South in all their phases. To all who are in any way interested or concerned in the prosperity of the South, or who care to keep posted as to the industrial and commercial progress of that section, the **MANUFACTURERS' RECORD** is indispensable.

Manufacturers and others desiring to locate in the South, will find the **MANUFACTURERS' RECORD** invaluable. In every issue there are many offers from Southern towns and land companies offering free sites and financial aid to those who will establish new manufactures, or remove their plants from the North to the South. There are hundreds of openings throughout the South for factories of all kinds, foundries and machine shops, brick yards, agricultural implement works, handle factories, all classes of wood-working establishments, &c. If you desire to know what the South is doing, and what opportunities it offers for success in every line of industry, great and small, read the **MANUFACTURERS' RECORD**.

As the leading industrial paper of the South, the **MANUFACTURERS' RECORD** covers that entire section, and is closely read by manufacturers of all classes, mining operators, builders and contractors of railroads, water works, mills of all kinds, &c., merchants, capitalists and business men generally. It is undoubtedly the best advertising medium in existence through which to reach the rapidly developing manufacturing and mining interests of the fourteen Southern States. It is the most widely quoted and highly commended industrial journal in America. It is live, active and progressive, and is the recognized authority throughout the country upon the growth of the South.

Never before in the history of the South were the prospects so brilliant for a wonderful activity in all manufacturing, mining and railroad interests. Moreover, the abundant crops ensure great prosperity to the farmers. More machinery, and supplies for cotton and woolen mills, wood-working establishments of all kinds, iron works, railroads, mines, &c., will be purchased by the South during the next twelve months than ever before in the same length of time; and those who desire to secure a share of this trade, will find that an advertisement in the **MANUFACTURERS' RECORD** will prove a profitable investment, as it will bring their machinery directly before buyers in all parts of the South.

Sample copies and advertising rates mailed on application.

Published by the **MANUFACTURERS' RECORD CO.**

SUBSCRIPTION \$3.00 A YEAR.

BALTIMORE, MD.

Bids Invited for Building Iron Bridge.

WACO, TEXAS, Oct. 4, 1887.

Editor Manufacturers' Record:

Bids will be received by the commissioners' court at Waco for the erection of an iron bridge, 560 feet long, across the Brazos river. The bridge will be 42 feet high, 20 feet roadway in clear and five feet sidewalks on each side; tubular iron piers, center tubes not less than six feet in diameter and end tubes not less than five feet in diameter. The center span will be 240 feet and the end spans 160 feet each. Bridge to be first-class and to have heavy material and a capacity of not less than 100 pounds to the square foot. Bids received second Monday in November, 1887, at Waco. WM. W. EVANS.

Will Probably Enlarge Furniture Factory.

ASHEVILLE, N. C., Oct. 8, 1887.

Editor Manufacturers' Record:

Our plans for the future are not yet fully matured, but it is probable that our plant will be considerably enlarged this winter. AVERY & ERWIN.

To Build a Branch Railroad.

GREENSBORO, N. C., Oct. 6, 1887.

Editor Manufacturers' Record:

The contract with the North Carolina penitentiary to grade a branch road from Stokesdale, 18 miles west of Greensboro on the C. F. & Y. V. Ry., to Madison, in the county of Rockingham, has been made, and the work will commence December 1st. This branch will be 11½ miles long, and the rails will be laid as soon as the grading is done. CAPE FEAR & YAD. VAL. RY. CO.

Building Railroads.

KNOXVILLE, TENN., Oct. 10, 1887.

Editor Manufacturers' Record:

We have the contract for 20 miles on the Powell Valley Railroad; also 15 miles on the Walden's Ridge Railroad (between Clinton and Oliver's Springs). We commence Monday morning at this place on the Powell's Valley road. The 15 miles are under construction now.

MCDONALD, SHEA & CO.

To Build Large Machine Shops.

SAN ANTONIO, TEXAS, Oct. 5, 1887.

Editor Manufacturers' Record:

We contemplate building machine shops for our own use at an expense of from \$35,000 to \$40,000 for the present.

SAN ANTONIO & ARANSAS PASS, R. R. CO.

To Develop Mines.

NASHVILLE, TENN., Oct. 8, 1887.

Editor Manufacturers' Record:

We incorporated the Minnesota Mining Co. at this place, and organized Oct. 1, 1887, with a capital stock of \$150,000, for the development of mines situated at Silver City, Ark., and in Alpine county, California.

STEPHEN E. BARRON, Prest.

Will Build Water Works.

LAKE CITY, FLA., Oct. 3, 1887.

Editor Manufacturers' Record:

We shall build water works, having been granted a charter by the city.

E. S. COLLINS & CO.

To Build Tobacco Factory.

SALISBURY, N. C., Oct. 6, 1887.

Editor Manufacturers' Record:

Holmes, Miller & Co. will build a brick factory, 50x120 feet, four stories, in spring. Cannot get brick made to build this fall.

D. M. MILLER.

Will Triple Capacity of Works.

BIRMINGHAM, ALA., Oct. 10, 1887.

Editor Manufacturers' Record:

The Birmingham Bridge & Bolt Works was organized October 1, absorbing the Birmingham Bridge Co. The capital is \$60,000, all paid in. W. P. Keanrey is president, and C. W. Wood, general manager and secretary and treasurer. Will triple capacity at once.

BIRMINGHAM BRIDGE & BOLT WORKS.

Proposals for Bridge Wanted.

MACON, GA., Oct. 6, 1887.

Editor Manufacturers' Record:

On November 4th next Bibb county will let contract for an ordinary wooden bridge, such as is found on country roads, 155 feet in length, 5 spans, floor 14 feet wide. Site of the bridge about nine miles from Macon, Ga. To be built of Georgia heart pine.

W. G. SMITH.

Saw Mill.

CORNING, ARK., Oct. 6, 1887.

Editor Manufacturers' Record:

A saw mill has been built nearly to completion on Black river, near town, and the prospective new mill will be much larger.

E. D. ESTES.

Cracker Factory Projected.

ANNISTON, ALA., Oct. 4, 1887.

Editor Manufacturers' Record:

Mr. R. B. Perkins is the projector of a cracker factory. EDWARD A. OLDHAM.

To Develop Cannel Coal Mines.

ASHLAND, KY., October 7, 1887.

Editor Manufacturers' Record:

A company has been formed here by the name of the White House Cannel Coal Co., capital \$400,000. The president is John Carlisle, Cincinnati, O., and Jay H. Northup, secretary and treasurer. The company is formed for the purpose of developing a large cannel coal field on the line of an extension of our railroad, and we are now laying the rails to the coal works and expect to be shipping November 1.

JAY H. NORTHUP.

Another Land and Improvement Company.

JASPER, ALA., Oct. 3, 1887.

Editor Manufacturers' Record:

The Jasper Land & Improvement Co. has not yet organized, but will be shortly. All the stock, however, has been taken and awaiting the perfecting of some preliminaries, which, when perfected, the company will organize.

S. M. G.

MERIDIAN, MISS., Oct. 4, 1887.

Editor Manufacturers' Record:

Our works will be enlarged. We will commence to build November 15.

MERIDIAN BOILER & SHEET IRON WORKS.

WASHINGTON, N. C., Oct. 4, 1887.

Editor Manufacturers' Record:

I purchased the Washington Ice Factory, and am now having it erected in New Bern.

N. C.

J. A. BURGESS.

GREENSBORO, N. C., Oct. 8, 1887.

Editor Manufacturers' Record:

The Cape Fear & Yadkin Valley Railway will probably be extended to the sea coast in the near future, but to what point has not yet been determined. J. A. GRAY, Prest.

KILLIAN'S, S. C., Sept. 30, 1887.

Editor Manufacturers' Record:

My turpentine still was burned, and I am again putting up, and will be in running order in 15 days.

M. R. KILLIAN.

Cotton Factory Wanted.

SANFORD, N. C., Oct. 5, 1887.

Editor Manufacturers' Record:

The citizens of this place are anxious to have a cotton factory built here, and have agreed to subscribe as much as \$25,000 if they can get a man or set of men that understand the business to furnish the balance of capital and run the business. There is not a better location in the South for a mill to run by steam, as we are in the midst of a cotton growing section, and wood, coal, building material, &c., is very plentiful and cheap, and shipping facilities as good as can be wished for.

J. B. MAKEPEACE & CO.

MACON, GA., Oct. 7, 1887.

Editor Manufacturers' Record:

The Presbyterian congregation of this place contemplate the erection of a new house of worship at an early date.

ROBERT C. PATTY.

CANADIAN, TEXAS, Oct. 5, 1887.

Editor Manufacturers' Record:

Mr. Douglass, of Kansas, built the stock pens at this place. Mr. Blair, of Columbus, Ohio, is building a hotel.

P.

C. R. MAKEPEACE & CO.
ARCHITECTS and Mill ENGINEERS
PROVIDENCE, R. I. Plans, Specifications and Estimates furnished for Cotton and Woolen Mills.

Iron and Steel Manufacturing.

The advertiser wishes to enlist parties who desire to engage in manufacturing with the view of erecting a plant equal to any in the country. Can offer location where building can be done cheaply. A number of leading railroads for collecting and distributing materials and stock at best rates are available. Cheap coal, and fuel gas can be furnished at five cents per thousand feet, and with a complete organization under a perpetual charter, with privileges unlimited as to use of capital in manufacturing and mining, and all necessary and proper advantages for the association of capital at any desirable point. Or, if a better location could be found, the advertiser would make the organization available at such a point, or where parties are already manufacturing or mining and wish to extend their business. Address

IRON & STEEL MANUFACTURER,
Care MANUFACTURERS' RECORD,
Baltimore, Md.

COPY OF ORDINANCE

Passed by the Council of the Town of West Point, Virginia, on the 21st day of April, 1879, and re-enacted and approved on the 22d day of March, 1887.

Be it ordained by the Council of the Town of West Point, Va., that any party or parties investing in property in this town for the purpose of conducting any enterprise, such as manufactories, packing houses, &c., and actually operating the same, they shall be exempt from all corporation taxes upon such property, and all machinery and improvements thereon, for the term of ten years from the purchase of such property.

It is also ordered that the Mayor is hereby instructed to advertise this ordinance in the "MANUFACTURERS' RECORD," a paper published in the City of Baltimore, Md.

E. WILKINSON, Mayor.

STEEL RAILS

COMPLETE OUT-FIT FOR

Logging, Mining and Plantation

RAIL AND TRAM ROADS.

Light Sections Rails and Spikes in stock.

Locomotives, Logging Cars, etc.

NEW AND SECOND HAND.

HUMPHREYS & SAYCE,

OFFICE NO. 1 BROADWAY, N. Y.

MORRISTOWN,

The Metropolis of Upper East Tennessee.

IN BRIEF:

It has a population of 3,500—incorporated. It has more than doubled its population since 1880.

It has the finest courthouse and opera house in Upper East Tennessee.

It is the center of the richest and most extensive agricultural district in the State.

It has an elevation of 1,400 feet, and affords mountain views of surpassing beauty.

It has five commodious brick church edifices and two good brick school buildings.

It does the largest retail and wholesale business of any city in Upper East Tennessee.

It offers more and better opportunities for paying business enterprises than any city in the South.

It has hundreds of thousands of acres of unexcelled forests of merchantable timbers accessible to it.

It has the finest climate in the world, an abundance of pure spring water, and is noted for its healthfulness.

It is building more business houses and private residences in proportion to its population than any city in the State.

It is surrounded with iron and zinc mines and quarries of gray and variegated marbles of incalculable extent and value.

Its land companies and building association place desirable homes within reach of men of small means as well as large.

It is the commercial, manufacturing and railway center of Upper East Tennessee, having immediately tributary to it nine of the wealthiest counties in East Tennessee and a large part of Western North Carolina.

It has railroad facilities equal to those of any point between Chattanooga and Lynchburg, and they will be increased in the next eighteen months by the building of the short line to the coal fields at Cumberland Gap.

It has a citizenship composed almost exclusively of native-born Americans, large numbers of whom are recent emigrants from New York, Connecticut, Pennsylvania, Ohio, Virginia, Indiana, Wisconsin and other States.

It has two banking institutions, extensive stove works, a manufactory of agricultural implements, a large tannery, three lumber mills, the largest commercial flouring mill in East Tennessee, two marble works, a carriage and wagon factory, and many industrial establishments of lesser note.

ROBERT L. GANT,

President Business Men's Association.

Farm, Mineral AND Timber Lands.

Parties desiring to obtain **First City Property** in a growing manufacturing center, and **Truck Farms** of superior excellence in close proximity to the markets of the country, and **Mineral and Timber Lands** of great value, will do well to consult Messrs. A. B. Whiteaker & Co., of Bristol, Tenn. The **Mineral and Timber Lands** controlled by us are within a radius of fifty miles of Bristol, and are pronounced by experts to be the most valuable in the sections of East Tennessee and Southwest Virginia. The **Timber Lands** are of virgin growth and in close proximity to the railroads. The **Mineral Lands** are the richest in this section of the South. **Capitalists and Prospective Settlers**, as well as **Home Seekers**, will do well to consult us regarding our lands, which we offer at the most reasonable prices. We will be glad to furnish any or all kinds of information regarding lands in this section of the State. Address

A. B. WHITEAKER & CO.

BRISTOL, TENN.

FOR SALE.

400,000,000 feet Timber

150,000,000 feet White Pine.

30,000,000 feet Poplar.

200,000,000 feet Hemlock.

10,000,000 feet White Oak.

Ten miles from railroad to be completed in twelve months.

E. B. MOON, Bristol, Tenn.

D. W. K. PEACOCK, Real Estate Agent,

CARTERSVILLE, GA.

Minerals a Specialty.

Refers to THE HOWARD BANK, Cartersville, Ga.
J. W. RANKIN, Agents, Ga.

DECATUR

— ALA. —

GREAT ★ INDUCEMENTS

✻ Offered to Manufacturers ✻

★ TO LOCATE IN NORTH ALABAMA. ★

THE **Decatur Land, Improvement & Furnace Co.**

WITH A

PAID-UP CAPITAL OF \$1,000,000.

WITH 5,600 ACRES OF TOWN LANDS AND 50,000 ACRES OF MINERAL LANDS, WITH MAGNIFICENT

MANUFACTURING SITES LOCATED ON THE TENNESSEE RIVER, IS PREPARED TO OFFER

GREAT INDUCEMENTS TO MANUFACTURERS IN THE WAY OF SITES,

AND MONEY AT LOW RATES OF INTEREST, AND THE

BACKING OF A POWERFUL COMPANY.

→ **TWENTY-SIX ★ INDUSTRIES** ←

HAVE LOCATED HERE THE LAST FOUR MONTHS.

WATER COMMUNICATION WITH THE MISSISSIPPI RIVER ALL THE YEAR ROUND.

Two trunk lines of Railroad, the Louisville & Nashville and the Memphis & Charleston, cross the river at this point.

Two more trunk lines in process of construction.

IMMENSE FORESTS OF HARD WOOD AND PINE AND BOUNDLESS QUANTITIES OF COAL AND IRON IN

EASY REACH. THE WORKINGS OF THE INTERSTATE COMMERCE BILL WILL RENDER

NORTHERN COMPETITION PRACTICALLY OUT OF THE QUESTION.

The Summers in this region are Cool, the Winters Pleasant and the Locality very Healthy

CORRESPONDENCE WITH MANUFACTURERS SOLICITED.

ADDRESS ALL COMMUNICATIONS TO

WM. E. FOREST, SECRETARY, - - - - - DECATUR, ALA.

England's Industrial Policy.

From 80 to 90 per cent. of the entire cost of many manufactured articles is labor-cost.

The unwrought raw materials in a watch or a wagon, a sewing machine or a steamship, a horse-whip or a harvesting-machine, a lightning-rod or a locomotive, are a very small part of the purchase price of these and similar articles.

It is self-evident, therefore, that communities and countries engaged in manufacturing must possess very great advantages over those for whom they manufacture.

It has been the policy of England for more than 500 years to build up and extend her manufacturing interests. To accomplish this purpose, first by ultra and extreme "protection" enactments almost without number, and then by "free trade" and diplomacy, the nation has left no stone unturned.

England has an industrial policy which aims to make England one vast manufacturing center (or city), to which the rest of the

grasping, selfish hand the wealth of the nations; that protection served her best for many centuries, and then she preached and practised protection with a vengeance; that free trade now answers her best, and consequently she now would have us believe that the millennium will surely come if all nations will practise free trade and consume English goods. England pursues this policy of industrial supremacy that her people may become richer and other people poorer.

I beg you to listen carefully to an English opinion as to which country, England or the United States, would be the under-dog in this free-trade fight. W. H. Alger has recently written "Some Notes on America," and I find the following from these very comprehensive "notes" (Article III), which appeared in the Western Manufacturing News, Plymouth, England, October 28, 1884. He says: "It is a conclusion one arrives at reluctantly, but it is my conviction that, although America is very clever in many respects, and has extraordinary resources for

duction, and can unload our surplus in England, as she dumps her surplus every now and then over the top of our tariff upon us. But this is altogether too "raw" a material for Americans to swallow. England's insatiable desire is not to lose her present trade, but to become possessed of more trade; and the markets of the United States are as the vineyard of Naboth to these modern Ahab's and Jezebels. We can export some kinds of our manufactured goods, and we may be able to increase our exportations. But we never should exchange a certainty for an uncertainty; never should spoil our magnificent home market in our effort to obtain a delusive and uncertain foreign market.—Hartshorn's Industrial Miscellany.

A Mammoth Establishment.

Cincinnati is noted for being the largest carriage manufacturing center in the world. Favorably located for Southern trade, the greater supply of buggies and carriages

a specialty of medium work for the wholesale trade, and in it they can be said to have scarcely a superior. The company offers special inducements to dealers buying car-load lots, and invites correspondence on the subject. They employ no traveling salesmen, and prefer to let their work stand on its merits, and at the same time give the dealer the benefit of the enormous amount saved by dispensing with travelling agents.

A pleasing feature in the trade of the Enterprise Carriage Manufacturing Co. is many large orders from Baltimore and the State of Pennsylvania, while orders from Canada and the Old World are almost of daily occurrence. The officers of the company are J. F. Byrne, president; Jas. Shelt, treasurer, and J. Wernsing, secretary.

A handsomely illustrated catalogue containing prices will be mailed to applicants. Address Enterprise Carriage Manufacturing Co., 42 to 80 East Court street, Cincinnati, Ohio.



PLANT OF THE ENTERPRISE CARRIAGE MANUFACTURING COMPANY.

world shall be as a rural district, sending her raw materials and taking manufactured goods in exchange.

Her economists boast that her machinery does the work of 600,000,000 hands. Has this vast accumulation of manufacturing appliances come from chance or without a policy?

Let Lord Brougham in the House of Commons answer. This is his language: "It is well worth while [for England] to incur a loss upon the first importation in order by the glut to stifle in the cradle those manufactures in the United States which the war had forced into existence, contrary to the natural course of things" (i. e., contrary to England's industrial policy).

Hence we may safely conclude that England has an industrial policy. That said policy aims to make England the world's workshop, and consequently other nations producers of food and raw materials; that England is ever in favor of that system which best serves her in gathering in her

future use, yet if she were now to adopt a 'free trade' policy, or anything like it, she would for some time be practically extinguished as a manufacturing power in many branches of industry. Her high wages and want of high-class manufacturing ability could not successfully contend against the capital and able commercial organizations, the matured skill and taste of European countries and the low oceanic freights which are likely to prevail for some time to come."

Can any true American read these words or listen to them without righteous indignation? And yet this is the foundation principle of England's free trade industrial policy.

"Practically extinguished as a manufacturing power." That alone will satisfy England's grasping open hand.

Perhaps England is not thus selfish, but is only desirous of teaching us how to extend our trade in foreign markets, so that we can take these markets all away from her; so that we won't have any periods of overpro-

comes from her great factories, some of which cover acres of ground and miles of floor. One of the principal concerns that have contributed to Cincinnati's reputation in this sense is the Enterprise Carriage Manufacturing Co., whose immense establishment is represented in the accompanying engraving. This company has, during the few years of their existence, built up an immense business, which is largely due to their practical judgment and foresight, and a knowledge of the demand for a good, well-made and durable buggy at a reasonable price—not one merely made to sell. To this principle, carried out, they owe their phenomenal growth and success.

The factory of the Enterprise Carriage Manufacturing Co. is as complete and well-arranged as could be desired. The most improved machinery is used, and every department of the establishment is built with a view to convenience and adaptability. This company manufactures every kind of carriage, buggy, phaeton, etc., but they make

Meat Going to Waste.

ELIZABETH CITY, N. C., Oct. 3, 1887.

Editor Manufacturers' Record:

I would be pleased to call attention through your columns to an annual waste of nearly a million pounds of porpoise meat on the North Carolina coast between Capes Hatteras and Lookout, for the reason that I think that it might be utilized as food. This product is now virtually given away to the menhaden factories, where it is little esteemed for fish scrap purposes, because it contains so little oil. Most of your readers will understand that the porpoise is a mammal whose flesh is beef-like, and in my opinion susceptible of profitable use in manufacture. The meat is very nice to eat, as can be attested by truthful and well known citizens of New Berne. The fat of these animals is removed with the skins, leaving clean meat. The fishery is conducted from November to May.

S. G. WORME.

TRADE NOTES.

THE Wainwright Manufacturing Co., 65 and 67 Oliver street, Boston, have made the following shipments of their corrugated tube exhaust feed-water heaters during the past month: two to Pittsburgh, two to New York city, one each to Philadelphia, Boston, East Cambridge and Everett, Mass., Portland, Me., Seymour, Conn., Gloversville, N. Y., Catawqua, Pa., and West Point, Va. They report business good, and orders coming in well.

THE Craig condenser for steam pumps and engines, one of the specialties manufactured by Messrs. J. B. Waring & Sons, New York, is said to be the only apparatus for the purpose that can be applied to a pump of any make, and that does not require an independent air pump. It thus fills a long felt want, its use increasing the power of a pump from 25 to 30 per cent., avoiding also the annoyance from exhaust steam.

THE Ingersoll Rock Drill Co. report in addition to their home trade, an increasing export trade; their latest export orders embracing the following, viz: Devala-Moyar Gold Mining Co., office, London, England, for their mines in India, a complete air compressor plant for operating their mines by Ingersoll power drills; Zancudo mines, U. S. of Colombia, the richest gold and silver mines in Central America, a complete plant of Duplex air compressor and Ingersoll drills, to be operated by water power, the Ingersoll Company furnishing everything from the water power to the mines. This machinery is to be transported over 100 miles on rough roads on mule back, and is made in sections, no pieces being over 300 pounds in weight. Saint Raphael mines, Zacatecas, Mexico, a complete plant consisting of air compressors, power drills, etc.

It is well worthy of remark that, under the present management, not only has the business of the Ingersoll Company been enormously increased in every direction, but it has also extended its lines of manufacture and widened the field of its operations, and furnishes complete equipments of every variety of mining, tunneling and quarrying machinery of the most improved patterns.

WILLIAM TOD & Co., of Youngstown, Ohio, report among other work ordered within 60 days, the following Porter-Hamilton engines: Jos. Fisher, Willow Springs, Mo., 310 horse-power; Chicago Arc Light & Power Co., Chicago, Ill., two of 500 horse-power each; Hartford Pulp Co., Hartford, Ind., two of 145 horse-power each; Hartman Steel Co., Beaver Falls, Pa., 750 horse-power; Carnegie, Phipps & Co., Pittsburgh, Pa., 145 horse-power.

THE Stewart Heater Co., Buffalo, N. Y., report a splendid business, and are crowded to their utmost capacity to keep up with orders. The new Otis heaters are meeting with great favor from steam users in all parts of the country, and the growing demand for them has necessitated the purchase of a site for a large new plant by the Stewart Heater Co. A handsome illustration of the new heater and boiler feed pumps will be sent upon application.

BROOKSIDE MILLS.

KNOXVILLE, TENN., Sept. 24, 1887.

Ball Engine Co., Erie, Pa.:

GENTS—Your favor of the 21st at hand and noted. We are using the Mather system of lighting. The engine is all we could wish. It is economical, perfect in regulation, and has been in operation 3 hours per day for a year, at a speed of 240 revolutions. It has had no repairs whatever, and not the least sign or trace of wear can be detected in any of its parts. We are perfectly satisfied with our purchase, and to any in need of a high speed engine that is perfectly reliable and one which, in our estimation, is second to none, we would cheerfully recommend the Ball. Very truly,

CHAS. A. SWEET, Supt.

THE A. M. Dolph Co., Cincinnati, Ohio, manufacturers of laundry machinery, report an active trade in the South. They have lately installed laundry outfits in Palace Hotel, Chattanooga; New Markham, Atlanta; hotel of Decatur Land & Improvement Co., Decatur, Ala., and have contracts for supplying Huntsville Hotel, Huntsville, Ala.; hotel Luehrman, Memphis, Tenn.; University of Alabama, Tuscaloosa, Ala.; St. Xavier's laundry of Sisters of Good Shepherd, Louisville, Ky. In addition this firm report the erection by them of custom laundries for R. S. Blevins & Co., Bristol, Tenn.; C. J. Kiernan, Birmingham, Ala.; Chas. Revell, Florence, Ala.; Ashford & Brusfield, Memphis, Tenn.; R. J. Hoshour, Memphis, Tenn.; F. H. Mayo, Jackson, Tenn., and others.

MR. HAMMELMAN, of the Star Machine Co., of Buffalo, N. Y., has invented a new style of forge on an entirely new principle. It has a very powerful and positive blast and is said to be more convenient and easy to work than any other pattern. It will be especially valuable in supplying mining shafts with fresh air.

THE Silaby Manufacturing Co., of Seneca Falls, N. Y., well known as the leading and largest establishment for the manufacture of steam fire engines, have recently added a new department to their business, and will shortly have on the market a steam boiler for heating buildings and dwellings, which is said to be not only very simple and efficient, but it is claimed will be cheaper in price and more easily understood and managed than any other boiler now in use. These boilers have been tested and used for years in generating steam in engine houses and heating such places. They are very economical. A catalogue will soon be out.

THE Mason Regulator Co., of Boston, have received orders from the Baltimore & Ohio Railroad, Pennsylvania Railroad, East Tennessee, Virginia & Georgia Railroad, and others, for their new reducing valve for steam car heating.

MR. S. B. LOWE, manager of the Chattanooga Paint Co., Chattanooga, Tenn., has issued the following circular: "I beg to inform you that I now have our new mill completed, and can offer you an article superior to anything ever before turned out in this section. Within the past year the consumption of this paint with brick masons and contractors has grown to be enormous, and for roofers, paint manufacturers, agricultural implements and railroad cars it has no superior. Having been the original manufacturer of this paint, which is so favorably known in every section of the United States by the sale of over 12,000 tons within the past six years, and having now a new mill with the very latest improved machinery, having a capacity of over twenty tons per day, I think I can give customers entire satisfaction both in price and quality of goods. I am putting up the paint in 600 and 350 pound barrels, also 100 pound kegs. Our 600 pound barrels are second-hand oils; our 350 and 100 pound packages are new and strong. I would be pleased to quote prices, delivered, and send sample upon application."

THE Standard Lighting Co., of Cleveland, Ohio, one of the largest houses in the United States manufacturing vapor stoves, lamps, etc., advertise for a good agent in every Southern city to handle their goods. The vapor stove business is rapidly increasing in the South. Dealers should write for prices now. This concern also manufactures the wonderful Globe incandescent lamp, giving a light equal to 400 candle-power, soft and mellow like a student's lamp. It is just the thing for lighting storerooms, churches, hotels, restaurants, etc. They are beautifully finished and very ornamental.

MESSRS. FLETCHER & THOMAS, of Indianapolis, Ind., write us as follows: "In writing you some two weeks since we made a mistake in giving you the date of the National Brick Makers' Convention. It should be the 18th, 19th and 20th October, and the Chicago Exposition lasting until October 22.

Please note sales of brick machinery made by us since we wrote you, in Kissimmee, Fla., Decatur, Ala., and Porter, Ind."

IN this day of labor-saving mechanical appliances everything in that line that has been proved by practical experience of great value, becomes of general interest. On this account the catalogue of patent automatic hoisting and conveying appliances, issued by the Brown Hoisting & Conveying Machine Co., of Cleveland, Ohio, is worthy of special notice. The hoisting and conveying apparatus made by this company is adapted to a wide range of employment, and in the handling of coal, ore, &c., this machinery has become invaluable. To obtain a correct idea of the many uses to which it can be adapted, it is advisable to examine this catalogue, where cuts and descriptions of much interest are given.

THE Jeffrey Manufacturing Co., of Columbus, Ohio, formerly the Lechner Manufacturing Co., have issued a neat catalogue of the Legg patent coal mining machines, chain belting, elevating and conveying machinery, &c., which will be sent upon application.

THE Dangler Stove & Manufacturing Co., of Cleveland, Ohio, make a gasoline torch, furnishing a brilliant, economical light to rolling mills, machine shops, saw mills, etc., that are largely used all over the United States. There are fully 100,000 of them in use in the United States to-day, which fact furnishes ample proof of their merit. The prices range from \$1.50 to \$2, according to quality and quantity ordered.

HERBERT BAKER, Toledo, Ohio, manufacturer of wood-working machinery, makes a specialty of machinery for pattern shops. No pattern shop is complete without his Universal saw bench. Descriptive circular will be sent upon application.

THE Phoenix Iron Works, Cleveland, Ohio, are doing a nice business in hand and power cranes for foundries, machine shops, rolling mills, docks, mines, etc. They also manufacture the finest traveling cranes and pivot and locomotive cranes. Correspondence on the subject will receive prompt attention.

ENGINE builders should examine into the merits of the Hugon patent governors, made by the Norwalk Machine Co., Norwalk, Ohio. They are all that is claimed by the manufacturers, and a trial of them has nearly always resulted in their adoption. This is a progressive world, and new things are bound to take the place of old. The old may be good, but the new are better.

Philadelphia Trade Notes.

BERTOLETTE & LUKENS' new wire nail mill at Frankford was started up successfully the past week.

THOMAS WOOD & Co. have contracts on hand to fit out the Fort Mills Manufacturing Co. and the Red Bank Mill, both in South Carolina, with shafting and machinery.

R. H. PATTAN recently shipped a considerable order of shafting, pulleys, etc., for textile machinery to Macon, Ga.

PALMER, CUNNINGHAM & Co. have sent out orders lately for supplies for mining purposes in Honduras, for general purposes in Cuba, and have completely fitted out a Cuban steamer with tools. They are now preparing a shipment to be used in a general machine shop in China.

STANLEY G. FLAGG & Co. are adding another floor, 50x140 feet, to one of their buildings. There are four structures in all, which occupy ground from Hamilton street to Pennsylvania avenue and extending a square back from Nineteenth street toward Twentieth. A number of lathes, planers and tapping machines are being added to the works for the manufacture of malleable and cast iron fittings.

Literary Notes.

THE November number of the Popular Science Monthly will contain the fifth paper of the Hon. David A. Wells' discussions on "The Economic Disturbances Since 1873." In it Mr. Wells will show that increased facilities and cheapness of manufacture and transportation have been the chief factor in depressing prices, while scarcity of gold has had but little to do with the matter; in fact, that gold is not scarce, but is more abundant, in proportion to the need of it, than ever before.

SCRIBNER'S MAGAZINE will signalize the completion of its first year by the publication of a superb Christmas number. Its contents will be chiefly poetry and fiction, and literature appropriate to the season. The number of illustrations will be greatly increased, and will represent the best and most original work of American artists and engravers. The cover is to be enriched by a special border, printed in gold; but notwithstanding the fact that the preparation of this number has necessitated, of course, a greatly increased cost, the price will remain the same as usual, twenty five cents.

Important.

When visiting New York city, save baggage express and carriage hire, and stop at the Grand Union Hotel, opposite Grand Central Depot.

600 handsomely furnished rooms at \$1 and upwards per day. European plan. Elevators and all modern conveniences.

Restaurants supplied with the best. Horse cars, stages and elevated railroads to all depots. You can live better for less money at the Grand Union Hotel than any other first-class hotel in the city.

THE American House, Boston, hold its popularity as well as any hotel in the country, on account of its central location, excellent management and liberal charges for first-class accommodations.

THE Palace Hotel, Cincinnati, Ohio, is the best, finest furnished and most complete \$2.00 hotel in America. 250 rooms; 150 front rooms. Complete fire apparatus and iron balcony fire-escapes.

A. P. THAYER,
Solicitor of U. S. and Foreign
PATENTS,
No. 86 Astor House, New York.
Experience of Over 20 Years.

THE KRIEDEL ENGINES WITH
IMPROVED HORIZONTAL CYLINDER
20 HORSE POWER
ADDRESS
RICE & WHITACRE MFG CO.
Chicago, Ill.

BOOKS FOR
Engineers and Manufacturers.

METAL-PLATE WORK; its Patterns and their Geometry. Also notes on metals and rules in mensuration. For the use of tin, iron and zinc-plate workers, cooper-smiths, boiler makers and others. By C. T. Mills. 311 pages, with six plates and numerous diagrams. 8vo, cloth \$3.

Practical Electric Lighting. By A. B. Holmes. Explaining the principles in plain language, and giving instructions as to the proper care of the apparatus. 181 pages with 87 illustrations. 8vo, cloth \$1. Catalogue and circulars free.

E. & F. N. SPON.
25 Murray Street, NEW YORK.

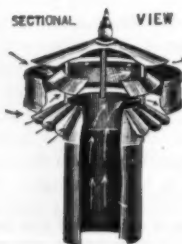
The Star Ventilators.

We present in connection with this two cuts illustrating the "Star Ventilator" a device now being introduced by the well-known metal house—Merchant & Co., of Philadelphia, New York and Chicago. These gentlemen inform us that during the last dozen years they have handled many makes of ventilators, and that in their extended experience this ventilator is unequalled for general working qualities and uniform reliability.

They point to the adjustment of the several different parts of this ventilator, which



STAR VENTILATOR.



can be readily understood by referring to the sectional view as shown. The arrangement of the corrugated flange, the inside collar, outside band, and the top being such that the ventilating capacity of the "Star" is very large. The several parts are fixed at such angles as to produce a regular continuous upward suction, no matter from what direction the draft may come. Merchant & Co. inform us that their ventilators have been put to the most severe tests on ferryboats in New York harbor, and have proved thoroughly storm-proof during the heavy gales in the harbor in winter time. For these reasons they say that the "Star" ventilators are constantly replacing others,

son's Old Method" and "Camaret" guaranteed brands being acknowledged from one end of the country to the other. They have frequently called attention to the fact that they were the first to bring out roofing plates under a guarantee, and also to stamp the sheets of same with brand and thickness; and only a short time ago they made announcement in regard to additional steps taken by them, namely that no waster or imperfect sheets would be imported with either of these brands, thus offering still further protection to architects, roofers and property-owners wanting only the best, and desiring at the same time to feel satisfied that they are getting but the one kind. This, with the additional feature of branding the weight on each box, undoubtedly furnishes every necessary precaution to those who will have nothing of an inferior nature, but should other improvements be made, the well-known enterprise of this house warrants us in looking for them in the advance.

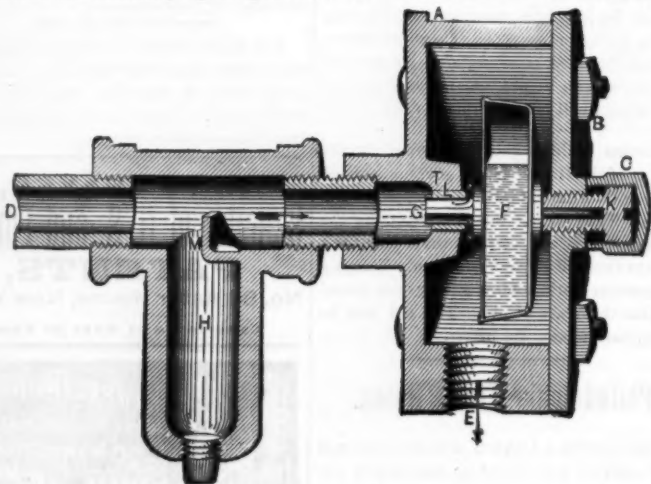
Hawes' Steam Trap.

This device is intended to relieve from all heating and power appliances, the water of condensation, and is founded on the property of certain liquids to quickly expand or contract at a given temperature. This liquid is inclosed in a disc, which is fitted to an aperture in the trap across the outlet pipe, allowance being made for expansion. The moment live steam strikes the disc, or "diaphragm," as it is called, it expands and closes the outlet, but when the water of condensation begins to gather it contracts and lets it pass, and soon equalizing itself between the extremes, keeps up a slow but steady discharge.

D—Steam connection. H—Sediment trap. G—Valve. L—Valve seat. F—Diaphragm. K—Regulating screw. C—Lock nut cap. A—Case. B—Cover or name plate. E—Outlet.

The manufacturers claim for this trap the following advantages:

1. A saving in fuel and a gain in heat.
2. Absolute circulation; in consequence rooms are heated in half the usual time.
3. It entirely prevents snapping noise in pipes.
4. Condensation is elevated $2\frac{1}{2}$ feet for each pound pressure.
5. When cold or at rest the outlet is



HAWES' STEAM TRAP.

not only on ferry boats at Jersey City, but on the Delaware river as well. They are also being extensively used upon cars, steamboats, and for the ventilation of buildings generally.

Those who have had dealings with Merchant & Co. need not be told that the constant aim of this house is to excel in any goods that they handle, and their desire to continue this policy in business is the reason they give for laying all other ventilators aside and recommending the "Star" alone. In fact this same policy has been carried out by them in regard to roofing plates, the superior merits of their well-known "Gilbert-

always open, thus damage by freezing is avoided.

6. It works equally well on exhaust or high pressure.

They occupy from 4 to 8 inches space and a patent sediment trap is attached to each, which prevents sediment from entering the valve. The manufacturers are Geo. Hawes & Sons, Providence, R. I., who will cheerfully give any additional information.

If you wish to keep posted on the progress of the South, read the MANUFACTURERS' RECORD. Price \$3.00 a year.

NEW YORK Trade Schools.

FIRST AVENUE,
67th & 68th Streets, New York.

Seventh Season Commences October 26, 1887.

Evening instruction in Plumbing, Brick-laying, Plastering, Stonecutting, House and Sign Painting, Fresco Painting, Woodcarving, Carpentry and Blacksmith's work. Terms moderate.

A three month's day course of instruction in PLUMBING and in HOUSE AND SIGN PAINTING commences December 1. Terms \$35 per each course. Good board can be had at \$5 per week.

Certificates issued to young men qualified to receive them by committees of Master Plumbers' Association and of Master Painters' Association at close of day and evening courses.

The New York Trade Schools offer great advantages to ambitious young men.

SEND POSTAL CARD FOR ILLUSTRATED CIRCULAR.

IMPORTANT To Wharf Owners.

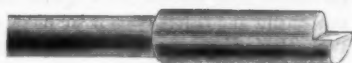
THE PATENT PILING PROTECTOR CO., BRUNSWICK, GA., is prepared to protect piling from the Teredo and other Marine Pests in any Harbor in the United States, and will erect its plant, which is inexpensive, in any Harbor where a contract is offered, and prepare piling from the timber near at hand. The process is thoroughly effective, indestructible in salt water, and protection for ten years guaranteed. Is fully protected by letters patent. Has been tested for six years; is better than metal covering; as good and for piling in some respects better than creosoting; costs less than one-half as much as metal covering or creosoting. Circulars fully explaining process will be sent upon application. Correspondence solicited.

Address:
C. P. GOODYEAR, President,
BRUNSWICK, GEORGIA

Syracuse Twist Drill Co.

SYRACUSE, N. Y.

Cannon Chucking Reamers.



These Reamers will remove more stock than any other. They only require a hole large enough to carry away the chips, as they will cut to the center, and make a perfect hole.

They keep their size better than any other. As they cut only upon the end, there is no tendency to wear below size.

They will not turn aside for hard or soft spots, nor for holes.

Send for Prices and Catalogue.

For Sale.

A 100 horse-power Stationary Engine and two Stationary Boilers, together with fronts, grates, castings and trimmings. Said Engine and Boilers have been used, but have been thoroughly rebuilt, and are in A No. 1 order, and will be sold very low; or can attach a Mammoth Saw Mill and sell all low, and take part in good yellow pine lumber. Apply to

RICHMOND MACHINE WORKS.

RICHMOND, IND.

For Sale.

PLUMBING, GAS AND STEAM FITTING BUSINESS in one of the best cities in the South. Have all the work can do. An excellent opportunity for an enterprising man. Carry stock of about \$8,000. Reasons for selling—owners have large interests in other business. Address H. W. BROWN, Care MANUFACTURERS' RECORD.

FOR SALE. Corliss Beam Engine, 350 H. P.

Cylinder 28 inches, 72 inch stroke, balance wheel 18 feet diameter, with gear same size; was recently put in thorough repair, and is in A 1 order to-day. This is ONE opportunity in a thousand to buy a first-class engine at a great bargain, as the parties owning it have no use for it. It will bear the fullest investigation. Also a Corliss Horizontal Engine, 20x48, fly wheel 14 feet diameter, 25 inch face; has condenser and will develop 300 horsepower. Will be put in complete order and sold at a low price, as the concern has given up business. Also a Green Horizontal Automatic Engine, 90 horse power, 14x48, in complete order. The above are bargains, as they will be sold low.

L. GODFREY & CO.

PROVIDENCE, R. I.

FOR SALE. Machinery.

No. 10 Bliss Press, same as new.
No. 2 Garvin Miller, same as new.
Garvin Tapping Machine, same as new.
Polishing Machine, (Diamond,) same as new.
No. 5 Emery Grinder, same as new.
12-in. Double Table Shaping Machine, new.
10-in. Shaper, Boynton & Plummer, new.
Planer, 24x4, second-hand.
Planer, 30x4, Lincoln, second-hand.
Planer, 24x8, Pond, new.
Planer, 30x8, Pond, new.
Planer, 24x5, Pond, new.
No. 1 Garvin 2-Spindle Drill, good order.
25-in. B. G. S. F. Upright Drill, new.
28-in. " " " " " "
36-in. " " " " " "
30-in. Upright Drill, B. G. S. F. "
18-in. Old-style Drill, B. G. "
Engine Lathe, 32x16, new.
Engine Lathe, 28x16, new.
Gage Turret Lathe, complete with slide rest, same as new.
Perkins' 16x6 Lathe, excellent order.
Gage Hand Lathe, excellent order.
Engine Lathe, 28x14, new.
Engine Lathe, 28x10, new.
Engine Lathe, 28x12, new.
1 Engine Lathe, 20 in. x 8 ft., compound rest, second-hand.
1 Engine Lathe, 16 in. x 7 ft., second-hand.
Engine Lathe, 23 in. x 12 ft., new.
Engine Lathe, 15 in. x 6 ft., B. G. Screw-Cutting.
Engine Lathe, 16 x 6 ft., power cross-feed, new.
Engine Lathe, 18 x 8 ft., power cross-feed and compound rest, new.
Engine Lathe, 20 in. x 8 ft., power cross-feed and compound rest, new.
1 12-in. x 5-ft. B. G. Hand Lathe, with Chucks, second-hand.
An Electro-Plating Equipment.
Scientific Forge, Fairbanks'.
6-inch Double Cutting-Off Machine. Wood, Jenkinson & Co.
Patterson Forge with Hood No. 1.
Cold-Rolled Shafting, Hangers, Pulleys, &c.

AGENTS FOR
L. W. Pond Machine Co. Planers.
Currier & Snyder Drills.
McMahon & Co. Lathes.
Fay & Scott Engine Lathes.

FRASER & ARCHER,
121 Chambers St., New York.

For Sale Cheap

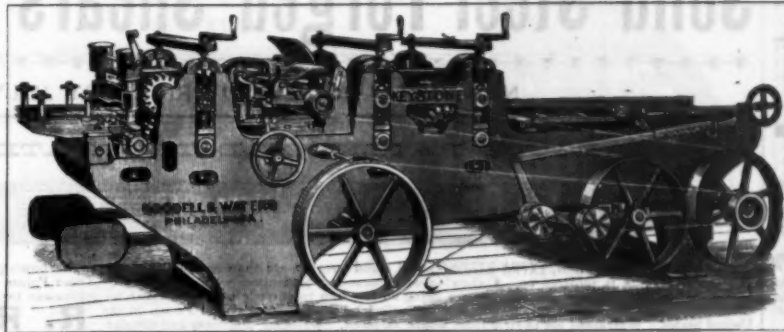
One No. 4 Sturtevant Blower, with counter shaft; second hand.
One No. 1 Keystone Forge; second hand.
One No. 6 Buffalo Forge, with water tank for power; new.
Two Boiler Feed Pumps, suction 1 inch, and discharge $1\frac{1}{4}$ inch.
One Power Boiler Punch, second hand; punch $\frac{3}{4}$ hole.
One Lawson Vertical Gas Engine, 2 horse power.
One Horizontal Steam Engine, 2 horse power; second hand.
One Vertical Steam Engine, 5 horse power; new.
One Vertical Steam Engine, 8 horse power; new.
One Vertical Steam Engine, 12 horse power; new.
One No. 6 Friedman Injector.
One Planer; second hand; 32 inch by 32 inch by 9 feet.
One Combined Engine and Boiler, 3 horse power; new.
One 40 to 60 horse Automatic Engine; new.
One 15 horse power Horizontal Engine and Boiler; new.
A complete Laundry Outfit; used 3 months.
One Blake Steam Pump, 2-inch suction, $1\frac{1}{4}$ -inch discharge.
One Horizontal Tubular Boiler, 50 inches diameter x 16 feet, with 62-3 inch tubes; also 48-inch x 12 feet, with 54-3 inch tubes.

WM. C. CODD,

2010 and 2012 Aliceanna Street,
BALTIMORE, MD.

"KEYSTONE"

Rapid Feed Flooring Machine.



SEND FOR DESCRIPTIVE CIRCULAR AND PRICES.

GOODELL & WATERS, Manufacturers,

WESTERN WAREHOUSES:

11 and 13 S. Canal Street,
CHICAGO, ILL.

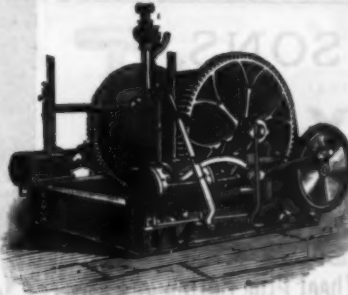
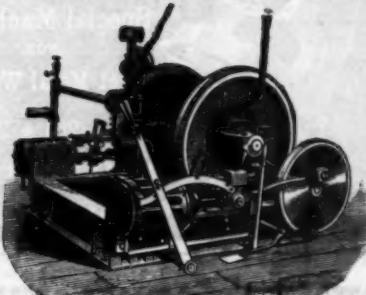
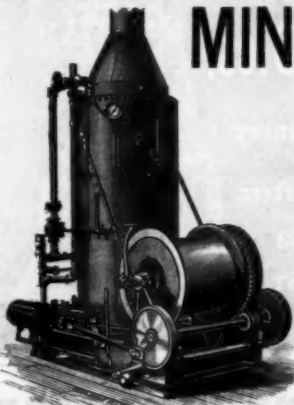
MR. C. L. RICE, MANAGER.

3002 Chestnut Street,

PHILADELPHIA.

MINING & CONTRACTORS' HOISTING ENGINES

EDWARD KENDALL & SONS, Cambridgeport, Mass.



Double or Single Cylinders.
Double or Single Drums, Straight or Cone
Shaped, Smooth or Grooved, for Rope.
Fast Drums with Reverse Link.
Friction Drums without Link.
Friction Drums with Link.
Double or Single Gear.

BOILERS, TANKS, HEATERS.

General Plate and Sheet Iron Work.

Send for Catalogue C.

Hawes Steam Trap.

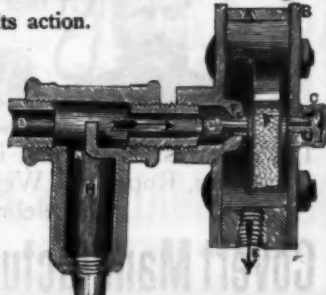
This Trap is automatic in its action.
It saves one-third in fuel.
It ensures absolute circulation.
It entirely prevents all snapping in the pipes.

There are 50,000 in use in the United States.

All Traps are guaranteed where directions are followed. Correspondence solicited.

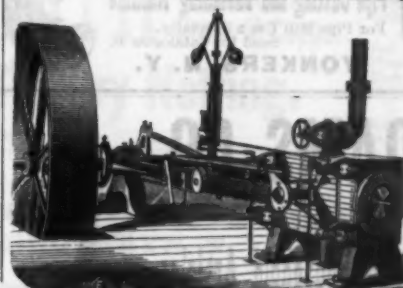
GEO. HAWES & SONS,

23 & 25 Dyer Street, PROVIDENCE, R. I.



Mt. Vernon Iron Works

Established 1823. Oldest and Largest Works in the Country.



C. & C. COOPER & CO., Proprietors,

MANUFACTURERS

CORLISS Automatic Cut-Off ENGINES,

50 to 1,000 Horse-Power. Horizontal and Vertical, Condensing and Compound. Latest designs and most approved construction.

Slide Valve Stationary Engines, all Sizes, Extra Heavy, with Girder or Box Frame.

Portable Engines, Center and Side Crank, 6 to 40 horse-power.

Traction Engines, 8 to 16 horse-power.

Saw Mills, Extra Heavy, Standard and Pony, with self-receding Blocks and late improvements.

Gas Tubular, Locomotive and Fine Boilers. Send for prices and description.

C. & C. COOPER & CO.

Mt. Vernon, Ohio.

BRIDGEPORT BRASS CO., 19 Murray Street, NEW YORK

— MANUFACTURERS OF —

Sheet Brass, Seamless & Brazed Brass & Copper Tubing

BRASS and COPPER WIRE, and RODS,

Gas and Kerosene Burners and Trimmings. The Celebrated Leader Burner a Specialty.

ELECTRIC COPPER WIRES, Plain and Covered. Particular Attention given to Cutting Blanks and Metals to Order.

THE OHIO

FAMOUS
ENSILAGEAND
FEED

Cutters.

They are more substantial, easier to operate, have greater capacity, are less liable to accidents than any other Cutters. We build nine sizes, six for power, furnished with or without carriers. Our illustrated catalogue, containing also valuable information on the subject of Silos and Ensilage, sent free. Liberal discounts and terms to dealers. Write for prices.

Silver & Deming Manufacturing Co.
SALEM, OHIO.

Hardware and Gun Trade: Quote our

\$5 Clay Pigeon Trap.

Electrotypes furnished gratis for catalogues.
Liberal commissions. 80-page book free. Address
LIGOWSKY CLAY PIGEON CO., Cincinnati, O.

BERNHARD DIETZ Manufacturer of Printers' Rollers, and Roller Composition. Factory, cor. Light and Mercer streets, Baltimore. Prices: Composition, (bulk) 30 cents per lb.; for Casting, also, 30 cents per lb. Circulars by Mail promptly attended to.

— * SEND TO * —
CLEVELAND MACHINE COMPANY,

143 to 161 Leonard Street, CLEVELAND, OHIO,

FOR PRICES ON THEIR

Solid Steel Forged Shears AND Scissors.

NEW CATALOGUE AND PRICE-LIST JULY 15, 1887.

R. R. ROUSE PATENT ELECTRO-PLATED WELL POINT.



This is a NEW PATTERN, EXTRA STRONG; will stand rougher use than any in the market. A showing the openings before the wire gauge is soldered on. B after wire gauge is soldered on. C showing wire gauge and perforated brass soldered on. These Points are Electro-Plated, with Pure Black Tin inside and outside before receiving the coverings, there being no raw iron to corrode or rust or cause an unpleasant taste in the water. The Electric Process by which it is done is patented and exclusively owned and controlled by me for Driven Well Points in the United States. Warranted not to strip loose where soldered. Write for discounts and circular.

R. R. ROUSE, Indianapolis, Ind.

NIAGARA STAMPING & TOOL CO.

— MANUFACTURERS OF —

Tinners' Machines & Tools,

— FOR WORKING SHEET METALS, &c. —

Fruit Can Dies and Tools.
Cannery's Outfits.

Squaring & Circle Shears, Presses, &c.

Superior, Cor. of Randall St., Buffalo, N. Y.
Write for our Catalogue and Price-List. Please mention this paper when writing.

D. SAUNDERS' SONS,

MANUFACTURERS OF THE ORIGINAL

TRADE **I.X.L.** MARK.

Pipe Cutting and Threading Machine.

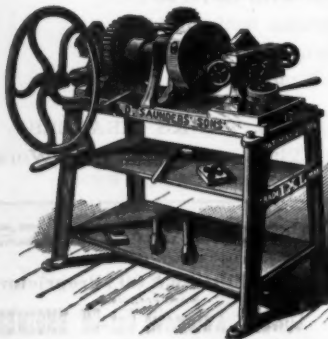
BEWARE OF IMITATIONS. None genuine without our Trade Mark and name. Also

Patent Wheel Pipe Cutter

STEAM AND GAS FITTERS' HAND TOOLS.

Pipe Cutting and Threading Machine

For Pipe Mill Use a Specialty. Send for Catalogue B.

YONKERS N. Y.**THE F. F. ADAMS CO.**

ERIE, PA.

MANUFACTURERS OF **Hardware Specialties and Household Articles.**

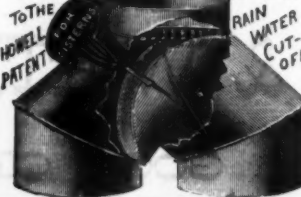
Wringers, Ladders, Trucks, Cork Pullers, Mouse and Rat Traps, Bread Cutters, Lawn and Street Sprinklers, Steam Flue Cleaners, etc., etc.

Agents wanted in every Southern city and town. Hardware dealers write for our catalogue and prices. Send for Sample Order.



SLAYERS RAT TRAP.

HIGHEST PREMIUM AWARDED WHEREVER EXHIBED

**HOWELL'S PATENT****Rain Water Cut-Off.**

For turning the water into or off the Cistern by merely moving the lever from one side to the other. It is made of tin, and is light, cheap and durable. Write for circulars and prices to the manufacturer. Mention this paper.

G. W. HOWELL, Covington, Ky.**G. A. Crosby & Co.**

MANUFACTURERS OF

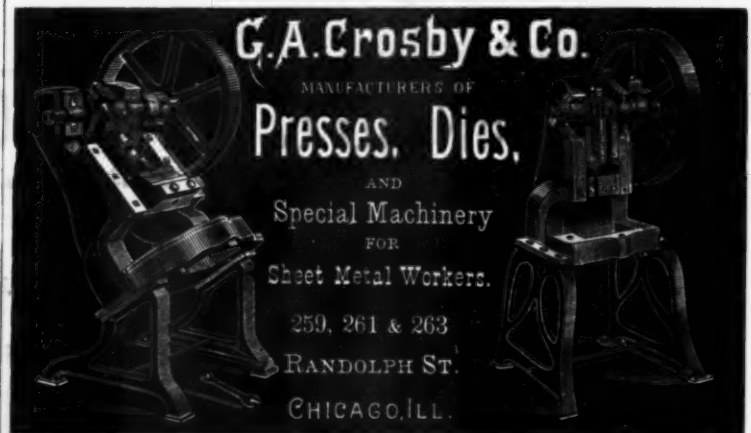
Presses. Dies.

AND Special Machinery FOR Sheet Metal Workers.

259, 261 & 263

RANDOLPH ST.

CHICAGO, ILL.

**Covert Manufacturing Company.**

The Greatest Emporium in the World for the best Snaps, Chain, Rope and Web Goods, &c., manufactured, is the celebrated works of the

Covert Manufacturing Co. West Troy, N. Y.

For Sale by all Jobbers Handling this Class of Goods



Buy "THE NEW SOUTH."

Baltimore WHOLESALE Prices.

Journal of Management Education 30(6)p. 789-804



FOR SALE BY THE TRADE. (CIRCULAR)

[Faint handwritten notes at the bottom of the page]

THE MARKETS.

OFFICE MANUFACTURERS' RECORD,
BALTIMORE, Oct. 12, 1887.

The situation generally is quite satisfactory. While there is not that volume of business that many would like to see, there is a solidity and air of permanence that is very gratifying to conservative and substantial business men.

There is as yet no change of importance in the market for manufactured iron. The mills are running regularly, and prices are firm and steady, namely:

Ref. Bar Iron, 1 to 6 3/4 to 1 1/2	2.10	2.40
" " 1 to 4 1/2 to 1 1/2	2.10	2.40
" " 1 to 2, round and	2.10	2.40
square	2.10	2.40
Hoop Iron, 1 1/2 wide and upward	2.50	3.00
Band Iron, from 1 1/2 to 6 in. wide	2.40	2.90
Horseshoe Iron	3.00	3.50
Norway Nail Rods	4.00	5.00
Black Diamond Cast Steel	8.00	9.00
Machinery Steel	3.00	4.00
Spring Steel	3.00	4.00
Common Horse Nails	1.00	1.50
Railroad Spikes, 5 1/2 to 16	2.00	3.00
Steel Boiler Plate	2.00	3.00
Iron Boiler Plate	2.00	3.00
Boiler Tubes	3.00	4.00

The demand for pig iron is constant, the consumption pressing closely upon the large and increasing production. The Eastern mills are full of orders for steel rails, and are still contracting at \$36@37 per ton, according to date of delivery. For pig and old iron quotations are:

Baltimore Charcoal Wheel Iron (all)	28.00	29.00
Virginia C. B. Charcoal Wheel Iron	27.00	28.00
Anthracite, No. 1	26.00	27.00
" " " "	25.00	26.00
" " " "	24.00	25.00
" " " "	23.00	24.00
" " " "	22.00	23.00
" " " "	21.00	22.00
" " " "	20.00	21.00
" " " "	19.00	20.00
" " " "	18.00	19.00
" " " "	17.00	18.00
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" " " "	14.00	15.00
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" " " "	12.00	13.00
" " " "	11.00	12.00
" " " "	10.00	11.00
" " " "	9.00	10.00
" " " "	8.00	9.00
" " " "	7.00	8.00
" " " "	6.00	7.00
" " " "	5.00	6.00
" " " "	4.00	5.00
" " " "	3.00	4.00
" " " "	2.00	3.00
" " " "	1.00	2.00
" " " "	0.00	1.00

HARDWARE.

There are no changes of either values or volume of business for the past week. Trade keeps up fully as well as expected, and in many lines of goods manufacturers are considerably behind their orders. When this state of affairs becomes general, viz—when manufacturers cease to carry large stocks of goods, and then of necessity array themselves as competitors of the jobber, we may expect a greater steadiness in values and consequently near profitable times. The trade of Europe has passed through all the drawbacks which we now feel so keenly, and their experience has taught them the lesson of conservatism, which we must learn to enjoy a fair degree, even of prosperity.

Cincinnati Iron Market Report.

Specially reported by ROGERS, BROWN & Co., Pig
Iron Commission.

CINCINNATI, October 10, 1887.

There is scarcely a shade of difference in the market to note since last report. The general disposition to buy only for present needs has begun to exert a slightly weakening influence in some quarters, and it is believed that large contracts could be placed to-day at lower figures than a month ago. Notwithstanding this, the scarcity of desirable grades for prompt delivery continues. Dealers and agents complain that buyers run their stocks so close as to make it difficult to get through new supplies to them on time, in view of the scarcity of cars and bare yards at the furnaces. The general situation throughout the West continues good. The talk of tight money and short crops heard a month ago has about ceased. The situation is looked upon as healthy and hopeful. Quotations given are on the cash basis:

OHIO AND SOUTHERN STRONG COKE No. 1	21.00	22.00
" " " " No. 2	20.00	21.00
" " " " No. 3	19.00	20.00
OHIO SOFT STONE COAL	18.00	19.00
OHIO SOFT STONE COAL	17.00	18.00
MAHONING AND SHENANGO VALLEY COKE	20.00	21.00
HANGING ROCK CHARCOAL No. 1	23.00	24.00
" " " " No. 2	22.00	23.00
TEENESSEE & ALABAMA CHARCOAL No. 1	23.00	24.00
" " " " No. 2	22.00	23.00
STRONG NEUTRAL COKE	18.00	19.00
Mottled " "	16.00	17.00
Cold Shortings	17.00	18.00

CAR WHEEL AND MALLEABLE.

Southern Car-Wheel Iron	25.00	26.00
Hanging Rock Cold Blast, No. 1	25.00	26.00
Lake Superior Malleable	25.00	26.00

Chicago Iron Market.

Specially reported by ROGERS, BROWN & Co. W.
W. BACKMAN, Resident Agent.

CHICAGO, Oct. 10, 1887.

The pig iron market continues firm and fairly active. There is not as much iron being bought as is being consumed by perhaps one-half, that is to say, nearly all large buyers are working out contracts placed, in some cases, six to twelve months ago, and are not in the market for anything more than "odds and ends" to even up mixtures. There is a little better supply of soft irons, as the Mahoning Valley furnaces, which were shut out for several months, are now taking their accustomed place in the trade. Silvery softeners, however, continue very scarce. There is a good demand for old material and no change in prices. We make no change in quotations, which have prevailed for the past month. We quote for cash f. o. b. cars Chicago:

OHIO (Hanging Rock) Softeners No. 1	21.00	22.00
" " " " No. 2	20.00	21.00
" " " " No. 3	19.00	20.00
" " " " No. 4	18.00	19.00
" " " " No. 5	17.00	18.00
" " " " No. 6	16.00	17.00
" " " " No. 7	15.00	16.00
" " " " No. 8	14.00	15.00
" " " " No. 9	13.00	14.00
" " " " No. 10	12.00	13.00
" " " " No. 11	11.00	12.00
" " " " No. 12	10.00	11.00
" " " " No. 13	9.00	10.00
" " " " No. 14	8.00	9.00
" " " " No. 15	7.00	8.00
" " " " No. 16	6.00	7.00
" " " " No. 17	5.00	6.00
" " " " No. 18	4.00	5.00
" " " " No. 19	3.00	4.00
" " " " No. 20	2.00	3.00
" " " " No. 21	1.00	2.00
" " " " No. 22	0.00	1.00

CAR WHEEL AND MALLEABLE.

Lake Superior	22.00	23.00
Southern	21.00	22.00
Hanging Rock	20.00	21.00

OLD MATERIALS.

Old Rail, American	24.00	25.00
Old Wheels	30.00	31.00

St. Louis Iron Market.

Specially reported by ROGERS, BROWN & Co., Gay
Building, 204 N. 3rd street, St. Louis. W. H.
SHIELDS, Manager.

ST. LOUIS, Oct. 10, 1887.

Business has been a little more quiet during the week past, and furnaces have been addressing themselves to making deliveries on old orders. The disposition is still a waiting one, and a number of leading buyers are deferring contracts which they expected to place before this. The furnace representatives look for a heavier business a little later, as the foundries will be compelled to replenish stocks. Traffic of every sort has been seriously impeded the past two weeks on account of the Grand Army meeting and the fair. The foundries are all busy, and look for a good fall and winter trade. We quote for cash:

MISSOURI	21.00	22.00
Southern	20.00	21.00
Southern No. 1	21.00	22.00
Southern No. 2	20.00	21.00
Ohio Softeners	21.00	22.00
MISSOURI	19.00	20.00
Southern No. 1	19.00	20.00
Southern No. 2	18.00	19.00
CAR-WHEEL AND MALLEABLE IRON.		
Southern	24.00	25.00
Lake Superior	24.00	25.00
SCRP, AC.		
Old rails		
Old wheels		
Connellsville Coke, (Frick's)		

Chattanooga Iron Market.

Specially reported by LOWE & TUCKER, Brokers and
Commission.

CHATTANOOGA, TENN., Oct. 10, 1887.

The situation is materially unchanged in all lines of trade since our last report, and there is the same activity prevailing that has characterized the business of the country for the past few months. The manufacturers are all running full and see nothing in the future to give them any reason why this condition of things shall not continue. Accommodations for money are still very restricted, not so much for want of good business

Iron, Adjustable, Stearns'	dis 20.00
Iron, Cabinet, Stearns'	dis 20.00
Iron, Carriage maker's, Carr & Crawley	dis 25.00

CLIPS, AXLS.

Norway or Best	dis 60.00
Superior	dis 45.00
Comet	dis 60.00
Coal Hods—Griffiths	dis 40.00

COCKS, BRASS.

Racking, new list	dis 55.00
Globe, new list	dis 55.00
Valve Bites	dis 55.00

COFFEE MILLS.

Parker's	dis 45.00
Wilson's	dis 40.00
Logan & Strobridge	dis 45.00
Enterprise Mfg. Co.	dis 45.00

COMPASSES, DIVIDERS, &c.

Compasses	dis 70.00
Calipers	dis 70.00
Dividers	dis 70.00
Cook's Pencil	dis 10.00

COOPER'S TOOLS.

Bradley's	dis 15.00
Rarton's	dis 15.00

CROW BAR.

Cast Steel	dis 35.00
Iron, Steel Point	dis 35.00

CURLING IRONS, &c.

1/2, 3/4, 1 in., 1.25, 2.00, 2.50	dis 10.00
Curling Tongs	dis 35.00
Finishing Irons	dis 35.00

CURRY COMBS.

Fitch's new list	dis 50.00
Hotchkiss, Novelty	dis 25.00
Hotchkiss, Excelsior Superior Champion	dis 25.00
Lawrence, "Perfect"	dis 25.00
Rubber	dis 10.00
Sweet & Clarke	dis 50.00
Lusters	dis 25.00

CURTAIN PINS.

Silvered Glass	net
White Enamel	net

CUTLERY.

Association (Table)	net
Naugatuck Cutlery Co.	net
Excelsior Knife Co.	net
Wilson's Butcher and Shoe Knives	dis 30.00
Amer's Shoe Knives	dis 30.00
Wm. Rogers Mfg. Co., Plated Cutlery	net

DOG COLLARS.

Embossed Gilt	dis 30.00
Leather	dis 40.00
Brass	dis 40.00

DOOR SPRINGS.

Torrey's Rod, regular size	dis 30.00
Gem (Coil) List, April 19, 1886	dis 10.00
Standard—10 to 12	dis 10.00
" 12 to 14	dis 10.00
" 14 to 16	dis 10.00
" 16 to 18	dis 10.00
" 18 to 20	dis 10.00
" 20 to 22	dis 10.00
" 22 to 24	dis 10.00
" 24 to 26	dis 10.00
" 26 to 28	dis 10.00
" 28 to 30	dis 10.00
" 30 to 32	dis 10.00
" 32 to 34	dis 10.00
" 34 to 36	dis 10.00
" 36 to 38	dis 10.00
" 38 to 40	dis 10.00
" 40 to 42	dis 10.00
" 42 to 44	dis 10.00
" 44 to 46	dis 10.00
" 46 to 48	dis 10.00
" 48 to 50	dis 10.00
" 50 to 52	dis 10.00
" 52 to 54	dis 10.00
" 54 to 56	dis 10.00
" 56 to 58	dis 10.00
" 58 to 60	dis 10.00
" 60 to 62	dis 10.00
" 62 to 64	dis 10.00
" 64 to 66	dis 10.00
" 66 to 68	dis 10.00
" 68 to 70	dis 10.00
" 70 to 72	dis 10.00
" 72 to 74	dis 10.00
" 74 to 76	dis 10.00
" 76 to 78	dis 10.00
" 78 to 80	dis 10.00
" 80 to 82	dis 10.00
" 82 to 84	dis 10.00
" 84 to 86	dis 10.00
" 86 to 88	dis 10.00
" 88 to 90	dis 10.00
" 90 to 92	dis 10.00
" 92 to 94	dis 10.00
" 94 to 96	dis 10.00
" 96 to 98	dis 10.00
" 98 to 100	dis 10.00

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Middlesex Mfg. Co.	dis 75.00
Crossman's No. 1	dis 65.00
Nobles Mfg. Co.	dis 15.00
Adjustable Hand	dis 35.00
P. S. & W.	dis 75.00
Douglas	dis 75.00

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Blacksmith's Self-Feeding	each, 7.50, dis 20.00
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Breast, Wilson's	dis 30.00
Breast, Millers Falls	each, 13.00, dis 25.00
Breast, Bartholomew's	each, 12.50, dis 25.00
Wilson's Drill Stocks	dis 10.00
Automatic Boring Tool	\$1.85 each
Maner Drill Mfg. Co.	\$10.00, dis. 50.00
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XXX Post Drill	\$10.00, dis. 50.00

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Sauce Pans	dis 50.00
Tinned Sauce Pans	dis 50.00
Scutcheon Pins—Brass	dis 50.00

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Brass Thread	dis 60.00
Wood	dis 25.00

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Fenn's Cork Stop	dis 35.00
Star	dis 60.00
Frary's Patent Petroleum	dis 40.00
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Anchor Lock	dis 45.00
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Cork Lined	dis 70.00
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Western File Co.	dis 60.00
Butcher's	dis 40.00
Moss & Gamble	dis 40.00
H. Diston & Sons (new list)	dis 60.00
Heller Bros. Horse Raps	dis 30.00
Nicholson	dis 60.00
New American	dis 60.00
Union File Co.	dis 60.00
Stile, new list	\$7.50 to 10.00, dis 25.00

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Knox, 3/4-inch Rolls.....	\$4.00 each	dis 35 %
Knox, 1-inch.....		\$6.50
Eagle, 3/4-inch Roll.....	\$3.13, dis	35 %
Eagle, 1-inch Roll.....	2.85, dis	35 %
Crown, 1/2-in., \$3.50; 3/4, \$4.00; 1, \$6.50 each.....		dis 35 %
Own Jewell.....	6-in., \$3.40 each.....	dis 35 %
American, 5-in., \$3; 6-in., \$3.40; 7-in., \$4.50 each.....		dis 35 %

paper, which is plenty, but for want of spot cash to pay hands and maturing paper. There is at this time no city in the United States where banking capital would be so remunerative from legitimate business paper as in this city. Pig Iron is maintaining a very firm position, and there are instances where quotations are declined from the fact that the furnaces have not the iron (unsold) to meet acceptances should they be made. We quote prime No. 1 at \$19, and \$1 lower for the different grades as they go down. The iron business, upon the whole, is in a very satisfactory condition, and what is still better, the outlook for the future is equally promising.

We learn from one of our British exchanges that, after a series of experiments extending over a considerable time, Mr. James Riley, manager of the Steel Company of Scotland has succeeded in producing good basic steel in the open-hearth furnace. The steel has been produced so frequently, and is of so uniformly excellent ductile quality, as to leave no doubt about the success of Mr. Riley's experiments. The preparation of the open basic furnace was taken in hand for Mr. Riley by Mr. J. W. Wailes, of the Patent Shaft & Axletree Co., Wednesbury, and the latter gentleman will read a paper on the subject at the forthcoming autumn meeting of the Iron & Steel Institute at Manchester. The subject will have a special interest on account of the recent admission of basic steel, after the application of the severest tests, to use by the admiralty. It is admitted that the use of the Bessemer furnace in the production of basic steel leaves considerable room for improvement, and the making of this material in the open-hearth furnace is likely to mark a very important advance in the steel manufacture.—St. Louis Age of Steel.

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Douglas Mfg. Co.	dis 50x10
Diston's	dis 45
Cowles Mfg. Co.	dis 50x10
Stanley Rule & Level Co. s. Var. Hdl.	dis 60
Stanley Rule & Level Co.'s Black Hdl.	dis 50
Ratchet	dis 33 1/2
Clark's Patent	dis 25
Shepardson	dis 25

SPOKE TRIMMERS.	
Bonney's	dis 50, dis 50
Stearns	dis 50, dis 50
Ives' No. 1, 2, 3; No. 2, 3, 4	dis 50, dis 50
Donnell	dis 50, dis 50

SILVER PLATED WARE.	
Wm. Rogers Manf. Co.	dis 50x10
Holmes, Booth & Hayden	dis 50x10
Wallace's Steel Silver Plated	dis 50x10
Rogers Bros	dis 50x10
C. Rogers & Bro.	dis 50x10

SCREWS.	
Standard new list, Feb. 15.	
Flat Head Bright	dis 70
Round Head Bright	dis 65
Flat Head Brass	dis 65
Round Head Brass	dis 65
Flat Head Blue (add 5¢ to net)	dis 70
Brass and Silver Capped	dis 40
Japanese Flat Head	dis 65
Coach, Patent Gimlet Point	dis 65
Coach, Common or Lag	dis 70
Bed	dis 25
Machine, Flat Head, Iron	dis 55
Machine, Round Head, Iron	dis 50
Bench, Iron	dis 50
Bench, Wood, Bench	dis 50
Bench, Wood, Hickory	dis 50
Hand, Wood	dis 50
Hand Rail, Sargent's	dis 50
Hand Rail, Humason, Beckley & Co.'s	dis 50
Hand Rail, Am. Screw Co., list Jan. 1, '81	dis 70
Jack (Wilson's)	dis 25

SCREEN FRAMES AND PICTURES.	
Standard Window Screens No. 1, 2, 3, 4, 5, 6	dis 50
Door " " " " " " " "	dis 50
" Window Corner Iron, No. 3, 4, 5, 6	dis 50
" Door " " " " " " " "	dis 50
" Door Latches, 1/2 dozen, 1/3 dozen	dis 50
Porter's Patent Window and Door Screen Frames	dis 50
PER DOZ. SETS.	
In White	dis 50
In Im. Hk	dis 50
No. 20	dis 50
No. 21	dis 50
No. 22	dis 50
No. 23	dis 50
No. 24	dis 50
No. 25	dis 50

Porter's Corners—	
No. 1. Corners and Sticks complete for a three-foot window, 1/2 doz sets	dis 50
No. 1. Set for Window, 1/2 doz sets, Bronzed	dis 50
No. 1 1/2. " " " " " " " "	dis 50
No. 4. " " " " " " " "	dis 50
No. 1/2. " " " " " " " "	dis 50
No. 1/4. " " " " " " " "	dis 50
No. 1/2. " " " " " " " "	dis 50
No. 3/4. " " " " " " " "	dis 50
No. 1. " " " " " " " "	dis 50
No. 3. " " " " " " " "	dis 50
Boughton's Adjus. Window and Door Screens	dis 50
Boughton's Adjus. Window and Door Frames	dis 50
Window screen frames (Stuart's)	dis 50

SHEARS AND SCISSORS.	
American (Cast) Iron	dis 50
Pruning	dis 50
Barnard's Lamp Trimmers	dis 50
Timmers	dis 50
Massachusetts	dis 50
Seymour's	dis 50
Jersey Shears	dis 50
J. Wiss & Son, Nickel	dis 50
J. Wiss & Son, Nickel	dis 50
J. Wiss & Son, Nickel	dis 50

SHEAVES.	
Sliding Door, M. W. & Co., List	dis 50
Sliding Door, R. & E. list	dis 50
Sliding Door, Patent Roller	dis 50
Sliding Door, Pt. Roller, Hatfield's	dis 50
Sliding Door, Russell's Anti-Friction	dis 50
Also see Hangers.	

SILVER PLATED HOLLOW WARE.	
Wm. Rogers Manf. Co.	dis 50
Meriden Britannia Co.	dis 50

SOLDING IRONS AND COPPERS.	
Covert's Soldering Irons	dis 35
Covert's Adjustable Coppers	dis 35

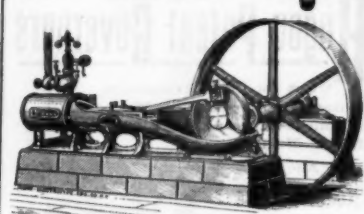
SPOONS.	
Britannia	dis 60, 10x10
Tinned Iron, Table and Tea	dis 65
Tinned Iron Basting	dis 30
German Silver	dis 40x5

STONES.	
Hindustan No. 1, 4c; Ase, 5c	dis 50
Sand Stone	dis 50
Washita Stone	dis 50
Washita Stone, Slips	dis 50
Arkansas	dis 50

SQUARES.	
Steel	dis 60x10
Iron	dis 60x10
Nickel Plated	dis 60x10
Try Square and T Bevels	dis 60x10
Wilton's Try Square and T Bevels	dis 60x10

TACKS, BRADS, &c.	
American Iron Carpet Tacks, all kinds	dis 70x10
Steel Carpet Tacks, all kinds	dis 70x10
Swedes Iron Carpet Tacks, all kinds	dis 70x10
Swedes Iron Tacks	dis 70x10
Swedes Iron Upholsterers' Tacks	dis 70x10
Tinned Swedes Iron Tacks	dis 70x10
Tinned Swedes Iron Upholsterers' Tacks	dis 70x10
American Iron Cut Tacks	dis 70x10
Gimp and Lace Tacks	dis 70x10
Tinned Gimp and Lace Tacks	dis 70x10
Copper Tacks	dis 70x10
Copper Finishing and Trunk Nails	dis 70x10
Cigar Box Nails	dis 70x10
Finishing Nails	dis 70x10
Trunk and Clout Nails	dis 70x10
Tinned Trunk and Clout Nails	dis 70x10
Banker Nails	dis 70x10
Bank Nails	dis 70x10
Zinc Glaciers' Points	dis 70x10
Common and Patent Brads	dis 70x10
Hungarian Nails and Miners' Tacks	dis 70x10
Tinned Capped Trunk Nails	dis 70x10

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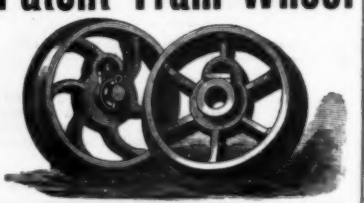
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Enterprise Mfg. Co.	dis 50

TOBACCO CUTTERS.	
Enterprise Mfg. Co (Champion)	dis 50x10
Wood Bottom	dis 50x10
1 1/2" Iron	dis 50x10
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THERMOMETERS.	
Tin Case	dis 75x10
Stem Glasses	dis 75x10

TOW CALKS.	
Wimsted	dis 75x10

TRAPS.	
Game, Newhouse	dis 35
Game, Oneida Pattern	dis 60x10
Game, Blake's Patent	dis 60x10
Mouse, Wood, Choker	dis 60x10
Mouse, Round Wire	dis 60x10
Mouse, Cage, Wire	dis 60x10
Mouse, Catcher-alive	dis 60x10
Cyclon Mouse	dis 60x10
Ideal Mouse	dis 60x10
Boss	dis 60x10
Rat, "Decoy"	dis 60x10
Delusion Mouse, per doz	dis 60x10
Ideal	dis 60x10

TROWELS.	
Lothrop's Brick and Plastering	dis 35
Reed's Brick and Plastering	dis 35
Diston's Brick and Plastering	dis 35
Clement & Maynard's	dis 35
Worrall's Brick	dis 35
Brades & Walby's	dis 35
Garden	dis 35
Rose's Brick	dis 35

TRUCKS (WAREHOUSE, &c.)	
Handy Truck	dis 50
Pensfield Block Co.'s list, 1882	dis 50
Peermans, with Cogs, No. 3	dis 50
Peermans, with Cogs, No. 4	dis 50
Kureka, No. 3	dis 50

VISES.	
Cheney's Combined Vise and Anvil	dis 30
Solid Box—Wilson's	dis 50x10
Trenton	dis 50x10
Iron City Tool Works	dis 50x10
Manner Drill Mfg. Co.'s	dis 50x10
Machinist's Vise	dis 50x10
Bench—Wilson's	dis 50x10
Trenton	dis 50x10
Parker's	dis 50x10
Prentiss	dis 50x10
Bonney's	dis 50x10
Well Wheels	dis 50x10
Stephen's Patent Vises	dis 50x10

WIRE.	
Brass and Copper, list of Jan. 17, 1884	dis 25
Bright and Annealed	dis 25
Bright and Annealed	dis 25
Bright and Annealed	dis 25
Coppered	dis 25
Galvanized, Nos. 10 to 18	dis 25
Tinned, Nos. 10 to 18	dis 25
Tinned, Nos. 10 to 18	dis 25
Annealed Fence, Nos. 10 to 14	dis 25
Annealed Fence, Nos. 10 to 14	dis 25
Fence Staples, Galvanized	dis 25
Japanned Barb Fence	dis 25
Galvanized Barb Fence	dis 25
Buck Thorn Galvanized	dis 25
Picture Wire	dis 25
Jothes Line Wire, Galvanized	dis 25
Wire Cloth, green, drab and black	dis 25

WIRE NAILS.	
Standard Penny Nails	dis 75 Base
Wire Nails List, April 13, 1886	dis 50x10

WRENCHES.	
American Adjustable	dis 45
Baxter's Adjustable "S," list Jan., 1880	dis 35
Baxter's Diagonal	dis 40
Cox's Genuine	dis 60
Cox's "Mechanics"	dis 60
Cox's Pattern, Malleable	dis 60
Cox's Pattern, Wrought	dis 60
Girard Standard	dis 60
Girard Appl.	dis 60
Always Ready	dis 60
Collins' Wrenches	dis 50, 10x5

WRINGERS.	
Universal, XX, No. 9 1/2	dis 30
Universal, XX, No. 9	dis 30
Universal, XX, No. 1 1/2	dis 30
Universal, XX, No. 1	dis 30
Universal, XX, No. 8	dis 30
Universal, XX, No. 12	dis 30
Universal, XX, No. 18	dis 30
Universal, XX, No. 22	dis 30
Peerless, no Cogs, No. 1	dis 40
Peerless, with Cogs, No. 1	dis 40
Peerless, with Cogs, No. 2	dis 40

MISCELLANEOUS.	
"Diamond" Vegetable Grater	dis 50
Rotary Knife Potato Parer	dis 50
Metallic Shingles	dis 50
Hopper Cherry Seeders	dis 50

NEW SCOTT MANFG. CO'S	
Rotary Peach Parer	dis 50
Gold Medal Apple Parer	dis 50
Oricle Apple Parer, Corer & Slicer	dis 50
Victor	dis 50
Improved Hopper Cherry Seeders	dis 50

ROOTS NEW IRON BLOWER	
Roots New Iron Blower	dis 50

IRON REVOLVERS,	
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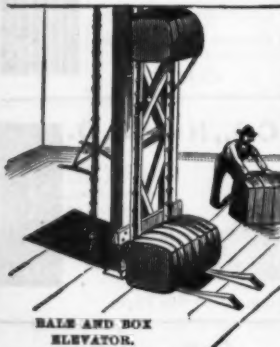
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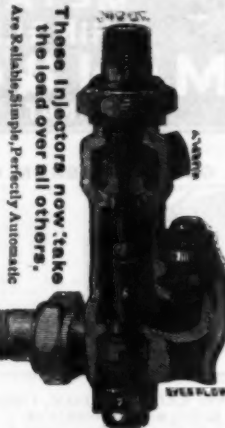
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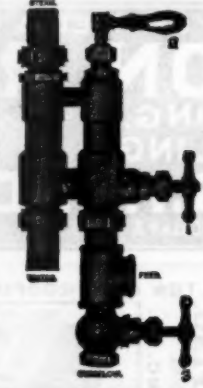
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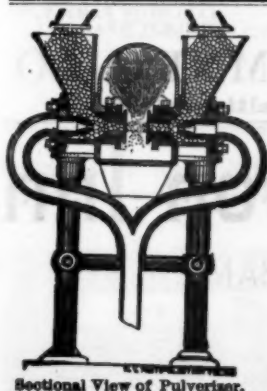
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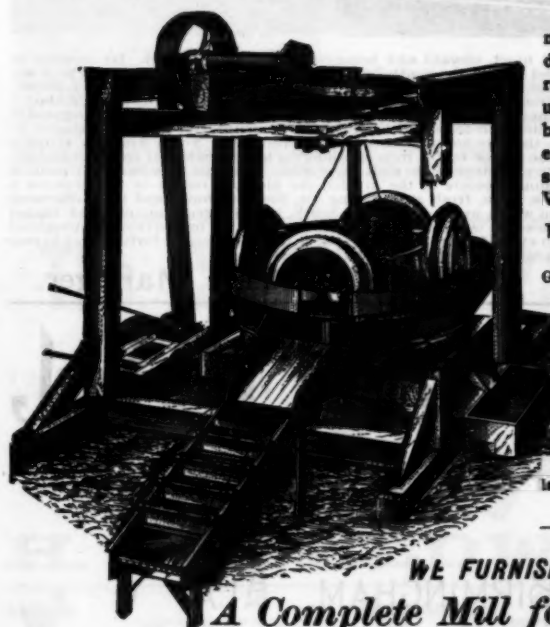
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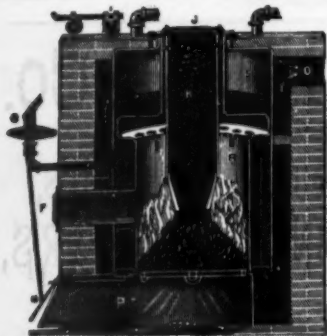
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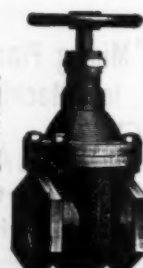
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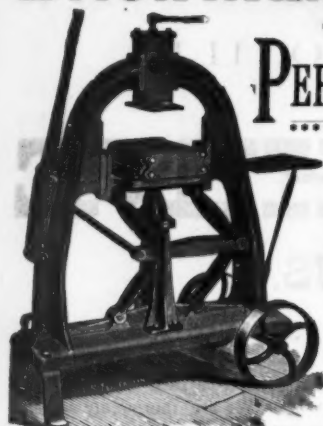
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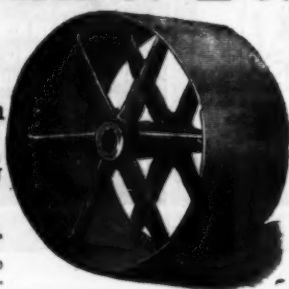
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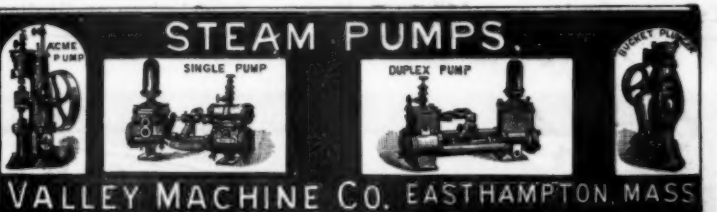
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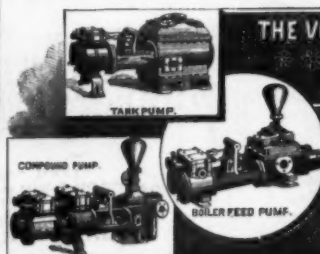
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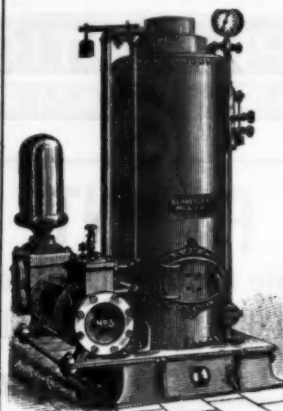
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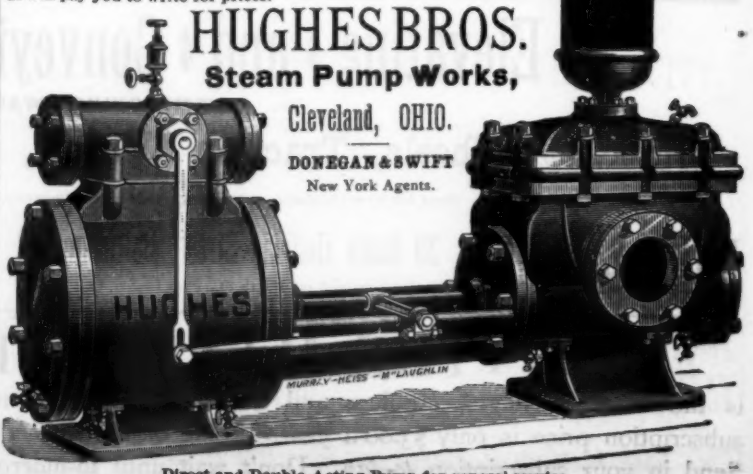
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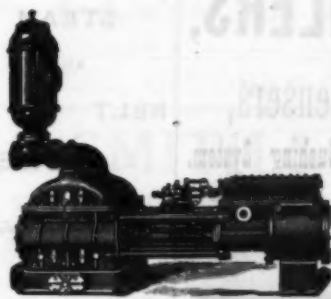
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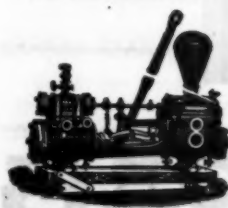
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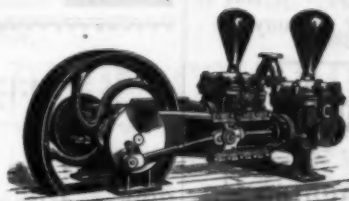
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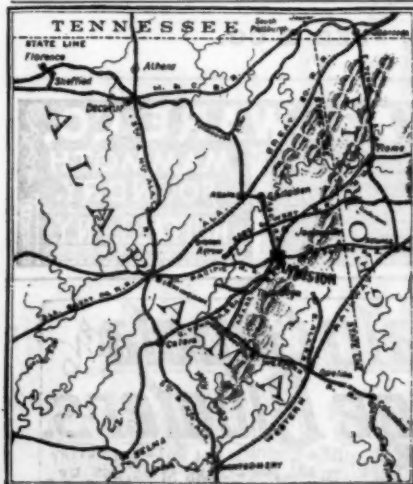
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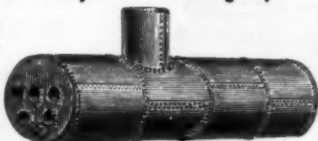
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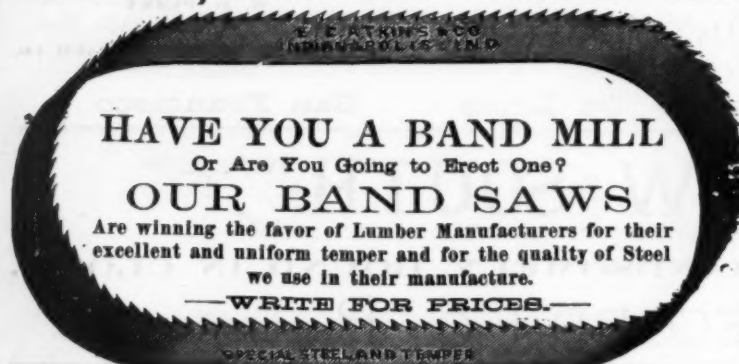
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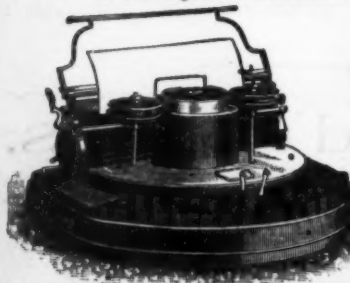
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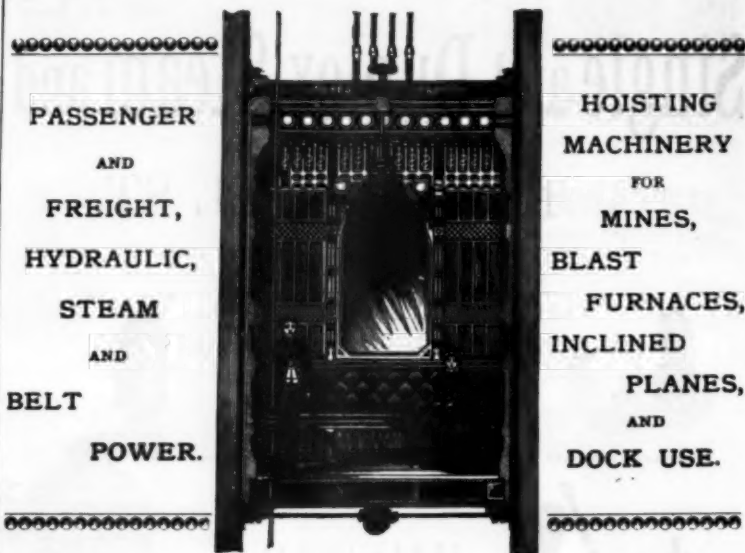
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